

from the profiles, to compensate for the rise in the grade from 6/10 to .75. At mile 183, there have been several slight changes from the original, introducing what the engineers call 'sags.' At mile 184, from station 2,261 to 2,265, after 400 feet of level there are 1,000 feet raised from 6/10 to 8/10 against westbound traffic. At mile 185, following 1,300 feet of .31 against westbound traffic, 800 feet were raised to 8/10. At mile 187, station 2,385 to 2,401, a grade of 4/10 against eastbound traffic was raised to .42 for 1,600 feet.

This shows that there seemed to be a desire to change the grade just a little. Not one farthing would be saved by such a slight change as that.

At mile 188, station 2,471 to 2,475, there is something over 500 feet of level, followed by 1,475 feet, and the grade was raised from 6/10 to 8/10 against westbound traffic. At miles 190 and 191, station 2,594 to 2,616, there is 2,200 feet of 4/10 raised to 7/10 against eastbound traffic. At mile 193, station 2,720 to 2,741, there is 2,100 feet of 4/10 raised to .62 against eastbound traffic, and at station 2,751 there is 1,000 feet of 6/10 raised to 8/10 against westbound traffic. At mile 194, station 2,760 to 2,770, the grade has been raised against eastbound traffic to 6/10. At mile 196, station 2,884 to 2,900, after 1,600 feet of practically level track comes 1,500 feet where the grade has been raised from 6/10 to 8/10 against westbound traffic. At mile 197 to 199, sags again have been introduced, as stated before, apparently to save a few loads of fill, without having any regard to the appearance of the road. At mile 200, station 3,090 to 3,110, after 2,000 feet of 4/10 grade against westbound traffic, the grade suddenly rises to 8/10 against westbound traffic for 2,000 feet. At mile 202, station 3,225 to 3,240, there is 1,500 feet where the grade of 4/10 against eastbound traffic has been raised to .51.

These changes west of Cochrane were made in the face of the protest of the President of the Grand Trunk Pacific Railway Company, and of a notice that if the changes were made the road would not be taken over by the company.

I come now to the changes made east of Cochrane—and that this materially affects the cities of Quebec, St. John and Halifax I say without any fear of contradiction. I will repeat in the presence of the Minister of Marine and Fisheries what I said when he was out: that the Minister of Marine and Fisheries in St. John, the Prime Minister in Halifax, and the Postmaster General in Quebec stand on very dangerous ground in allowing these changes to be made or to remain made in the grade of the line from Winnipeg east, because Mr. Chamberlin says that if they are left as they are he will not take the road. If he does take the road, the consensus of opinion of very good authorities is that he will never be able to haul

as much tonnage per train as he could have hauled had the grade been left at the standard. If this contention be true, St. John will get little benefit from the Grand Trunk Pacific railway; if it be true, Halifax will get little benefit from the Grand Trunk Pacific railway; if it be true, the benefits expected by the city of Quebec will be largely diminished by the putting in of these grades. If it be possible that the power of haulage may be decreased, would it not be a safe thing for these three members of the Government, coming from the great ocean ports, to insist that that doubt be removed, and that everything be taken out of the way that might prevent the Grand Trunk Pacific from feeding traffic into our great Canadian ocean ports and receiving traffic therefrom. It is common sense that they should do that, and I believe that it will be done before very long, if I know the temper of the people of these cities when they understand the situation, as I hope to be able to point it out to the Government.

Now, I come to the grades that have been changed east of Cochrane. Hon. gentlemen may laugh, but this is not a very laughing situation. This is a situation in which the Dominion of Canada, by an agreement with a company, is investing \$181,000,000, one of the great objects in view being the development of our own Canadian ports. The violation of that agreement is not a small matter, particularly when the gentleman who is at the head of the operating company that should lease this line says he will not take over the line at all if these grades are put in now. I shall give the changes made east of Cochrane:

At mile 86, what was originally designed as a four-tenths per cent has been raised to a six-tenths per cent grade. At mile 90, station 1,545 to 1,660, there is another rise in grade, 1,500 feet of .56 against eastbound traffic instead of four-tenths as per original instructions, and at station 1,694 there is 600 feet of .53 grade against eastbound traffic instead of four-tenths.

The very first change made east of Cochrane is made against eastbound traffic and against the cities of Quebec, St. John and Halifax

At mile 93, there is 2,000 feet where a slight sag has been introduced without any apparent reason except for the purpose of introducing it. At mile 99, station 2,160 to 2,172, there is 1,200 foot level, then 2,000 feet of one per cent grade instead of six-tenths against westbound traffic, originally contemplated, followed by a slight grade against eastbound traffic.

The same argument applied to 86, will, I believe, apply to this grade, and I leave it to the staff themselves, if they look over the pro-