

stated that most emphatically. If that is the case, if the people of the old land believe that—and this engineer is an influential man—they will at once say: Here is another instance why we should not give the Grand Trunk Pacific Railway Company money fully to equip and operate this line, because it is an inferior line according to the highest authority, and is not the line which they told us they were going to be able to operate so cheaply. Mr. Chamberlin made that absolutely clear in a letter addressed to Major Leonard which I will read again. He had in mind the very matter, to which I have referred, that the only way to make these Canadian ocean ports a success is to have a road better than any other. He at once took exception to this Government changing or altering the grades on the National Transcontinental railway, which he had agreed to operate and which the country had agreed to build as he wanted it, so far as grades and curves were concerned: This is his protest:

July 18, 1912.

Major R. W. Leonard,
Chairman Transcontinental Commission,
Ottawa, Ont.

Dear sir,—I learn from our engineers that the standard of work on that portion of the Transcontinental railway between Lake Superior Junction and Cochrane, which was at the outset adopted and has so far been complied with, is being departed from, and that instead of four-tenths grade and permanent structures, you have authorized grades up to one per cent and the erection of temporary wooden structures. In regard to this I would call attention to clause 7 of this agreement of the 29th July, 1903, which provides that the work of construction of the eastern division shall be done according to the specifications approved by the company and shall be subject to the joint supervision, inspection and acceptance of our chief engineer and the chief engineer of the commission. I beg to say if this work is done in accordance with what I understand to be your recent instructions, it will not be in compliance with the agreement nor satisfactory to this company and cannot be accepted.

(Sgd) E. J. Chamberlin.

Within a very few months after this Government came into power, Mr. Chamberlin served them with notice that, if they changed the grades on this road, he would not accept the change. I should think that in the face of that the Government would have hesitated long before they would have proceeded with changes on the work. Not only did they proceed with the change of grades west of Cochrane to which Mr. Chamberlin objected, but they introduced similar changes by the dozen between Cochrane and the city of Quebec. I was asked by an Ontario man whether I would

[Mr. Graham.]

do anything that would prevent traffic coming down the Temiskaming and Northern Ontario railway from Cochrane, and I said: You do not know your man. I am not from the province of Ontario only; I am proud to be a resident and a native of the province, but when I am in the House of Commons I am from the Dominion of Canada. If that line were run through my own constituency, I would take the same view I do now. This is a great national undertaking for the people of the Dominion of Canada, and any effort made to cripple any part of it is not creditable to the men who make that effort. My desire is not to make an attack but to point out that Mr. Chamberlin, in so many words, informed the Government that if they made these changes he would not accept the road. He has never gone back on that notice, and the changes have been made. Let me read some of the changes that have been made west of Cochrane:

At mile 175, from station 1,784 to 1,817, there are 2,700 feet of .45 against eastbound traffic instead of four-tenths.

Mr. AMES: What is the hon. gentleman reading from?

Mr. GRAHAM: From a statement I made in the House last year, based on an examination of the profiles by an eminent engineer:

Then follows 1,000 feet of level and immediately 1,300 feet of .65 against westbound traffic, an increase here in the grades both ways.

At mile 177, station 1,876 to 1,889, there is 1,400 feet of 3/10 against eastbound traffic, followed by 1,000 feet of 8/10 against westbound traffic, another distinct increase in the grade.

At station 1,928 to 1,936, there is 800 feet where the 4/10 grade against eastbound traffic has been raised to .76, an increase of practically 100 per cent, followed by 1,600 feet of 6/10 grade against westbound. At mile 179 there is a siding. Some slight changes have been made at this point, but they are trifling. At mile 180, station 2,024 to 2,039, there is a stretch of 1,500 feet where the grade has been raised from 4/10 to .48 against eastbound traffic. At mile 181, station 2,104 to 2,115, the 6/10 grade against westbound traffic has been raised a trifle to .63. At mile 182, station 2,154 to 2,169, after 1,400 feet of level track, it is immediately raised to .75, which runs for 1,800 feet against westbound traffic.

A distinct violation of the agreement which will, if it means anything, increase the freight rates against the manufacturers of eastern Canada who want to send their goods to the West over this line.

Possibly that would not be a momentum grade. There is no momentum, as I gather.