

long, steep grades on the International line, viz: improve it. The greatest rise and fall is 250 feet, while on the Intercolonial railway it is 1,405 feet. At Quebec we have the bridge to face, which, however, should not be considered an insurmountable obstacle, as we have the authority of Mr. Brunlees, the president of the institution of civil engineers of England, for stating that it can be built with a double track for \$4,319,000. The cost is, however, placed at \$5,000,000 to cover all contingencies, while \$3,000,000 is considered sufficient if a single track only is to be accommodated. The people of

THE MARITIME PROVINCES ARE IN REALITY MORE INTERESTED in the construction of this bridge than the people of Quebec, and it must be built sooner or later. A company, I am informed, are prepared to proceed with the work on a 4 per cent. government guarantee, which it is anticipated they would not, after a short time, be called on to pay, as there are good reasons for believing that the traffic over it would be large and the enterprise would prove remunerative. The building of the Lachine bridge will not prevent the bridge being constructed at Quebec, while, if both are built, there is the risk of unnecessarily increasing the burdens of the country. From Quebec the Combination line follows Major Yule's survey of 1837. This was the original line surveyed for the St. Andrew's railway and it certainly should not be called 'mythical.' Mr. Wickstead, C. E., has recently made a re-examination for the Government of the same or nearly the same route and he reports that no gradient need exceed 50 feet per mile, 'and that only for short stretches' and no curve is required of less radius than 1,200 or 1,300 feet, while the work would be light. We now come to the short gap examined by Mr. Light, which is represented as a low lying valley presenting no difficulties, and this brings us to the head of Lake Chesuncook from which point to Canterbury and Harvey the surveys were conducted by Mr. Vernon Smith. I gave in my previous report extracts from Mr. Smith's report to the Government, showing that 'the route presents a very favorable line for the construction of an economical first-class railway, with easy curves and gradients.' He estimates that the average cost per mile would be only \$16,279, which is sufficient to show that the country traversed must be exceptionally favorable. From Harvey the Combination line merges into that known as 'Line No. 6,' which