SHORT LINE RAILWAY.

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obtain a line one that was imed by some orthern or all roval, and the vn to be most to turn our route which

would be likely to meet the requirements of the case and to which no serious objections could be raised. If we now glance for a moment at the Combination line it will be found that it presents claims which cannot be lightly ignored. It is unfortunate that this route was not reported upon by Mr. Schrieber, because had he examined it, I believe he could not have failed to recommend its adoption. It is a mistake to call this Combination line Mr. Light's line, it is not his line as he did not survey it, but he has undoubtedly formed his opinions and advocated its selection after having studied the reports of the engineers who traversed and surveyed the greater portion of the route. It is also unfair to call it a 'mythical line which has no existence except in imagination.' It exists as really and substantially as any of the lines under consideration. From Quebec to Canterbury it has been surveyed and explored by engineers sent out by the Government, with the exception of a gap of about 30 miles or so to the west of Lake Chesuncook, connecting Mr. Vernon Smith's survey with Major Yule's line. For this short gap Mr. Light must be held responsible. He has examined the country and states in his official report that no serious difficulties will there be encountered, in fact it is stated that the line lies in such a low valley or depression that it would appear as being

THE NATURAL DIRECT ROUTE

for a line of railway between the Province of Quebec and the Maritime Provinces.' If we now commence at Montreal and follow the Combination line, referring to official sources where doubts have been raised, I think the case will perhaps be better understood. I do not ask any person to be governed by my opinion, or by Mr. Light's, or by that of any other individual. It is only necessary to study the documents, but it is not sufficient to skim over them hurriedly and jump at conclusions. The Combination line from Montreal to Quebec, as has before been stated, follows the North Shore railway, which is a FIRST-CLASS ROAD, having no curve greater than 4 degrees, or 1,433 feet radius, and no gradient exceeding 50 feet per mile, with the exception of one short rise at the rate of 82 feet per mile (not 85) at Hochelaga, near Montreal, but over this the traffic to and from the west would not be required to pass. At any rate, if this short gradient is considered as fatal, why not apply the same remedy that has been put forward for the