

I venture to say that if any of you ever have the opportunity of obtaining, from Mr. Shanly or other competent authority, a more detailed statement of opinion on this point, you will find that the above is but a hint to you merely, of the very serious objections which professional men see to the making of a new mountain ascent. The level of the Grand Trunk Railway line at Rockwood is *nine hundred and sixty-eight feet*, (968,) above the level of Lake Ontario; a fact which may give you the idea that the ascent from the lake to the crest of the Mountain ridge is no joke, after all. Make a road with curves no less, and with grades no greater, than those on the Great Western and the Grand Trunk, and you will have ten or fifteen miles of road that will cost you as much as a hundred miles beyond will cost. Try to save this expense, or some of it, now—as I fear the Central route people have it in their minds to do—by sharp curves and steep gradients, and you will entail upon the road, for as long as it lasts, the enormous additional expense of running, which railway men will tell you is inseparable from these conditions, with a great increase of danger from accidents besides. I challenge the advocates of the Toronto Central line to answer these objections, if they can.

I know that it was not the swamp that was the real difficulty with the Great Western people at Copetown, in Beverley, when they were building the road. The “great sink” which for a long time seemed to defy all their efforts to fill it up was, in fact, nothing else than an immense body of *quicksand*; which was a great many times worse, and more difficult to make a road over, than any ordinary swamp would have been. This quicksand was met with just at the crown of the ascent, and before the swamp was reached, going up. The Burlington Bay and Dundas valley, stretching up through West Flamborough, Ancaster and Beverley, terminated in this