

I think any unprejudiced person will admit that they do not meet the case in a manner which can be considered satisfactory, especially when we reflect that there is a wide diversity of opinion among able, competent and prominent engineers as to which is really the 'shortest and best line.' Under these circumstances it seems to me that we have the right to demand that all proceedings be stayed until a thorough investigation has been held. I repudiate the idea that my report was drawn up, governed or moulded in any way under the influence or suggestion of any person. My opinions were formed after a careful study of the official maps and reports presented to the Government by their own officers, and I fail to comprehend how any conscientious man having the interests of his country at heart, can—after thoroughly investigating the reports of the Government surveyors—arrive at any other conclusion than that the line via Sherbrooke or Lennoxville and Mattawamkeag is

ONE OF THE WORST THAT COULD POSSIBLY BE SELECTED

in our behalf. Its many objectionable features are so great that it can never be made a first-class trunk line, heavy trains cannot be hauled over it nor light trains safely be run on it at a high rate of speed. The various high summits over which it has to pass, its many long and heavy gradients and its excessively crooked alignment are sufficient to condemn it without any further investigation, setting aside the fact that for long distances the country is barren and comparatively worthless. I have shown in my previous report that the statements made by the engineers in charge of the surveys on this line (Mr. Davy and Mr. Spoffard) are by no means favorable to its adoption. We have also the report of Mr. Moses Burpee, C. E., whose statements corroborate those made by Mr. Spoffard. He says that at one point he had to rise '740 feet in 67,600 feet, corresponding to an average rate of about 57 feet per mile' for nearly 13 miles. He, however, thinks it possible to reduce this rate to 55 feet per mile by increasing the length of the line, which of course would lengthen this heavy gradient, and as much of it must necessarily be on curvature more or less sharp, this feature is sufficient alone to condemn the whole route unless the remainder of the line should be exceptionably favorable, which unfortunately is not the case. The route has also been