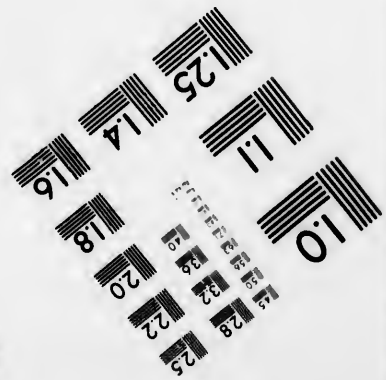
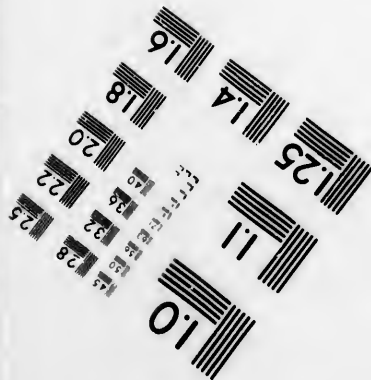
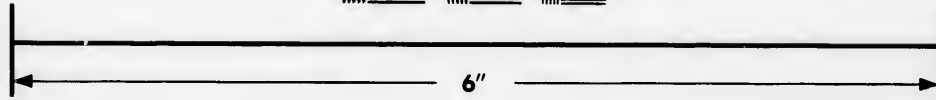
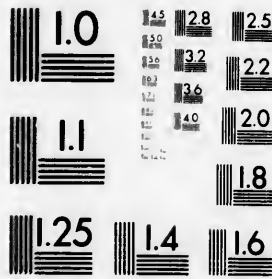


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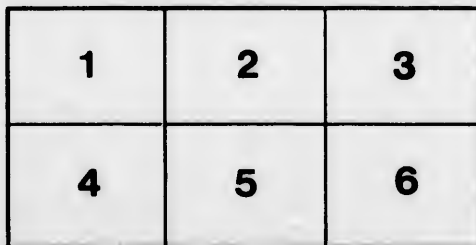
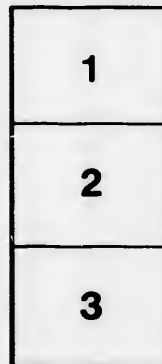
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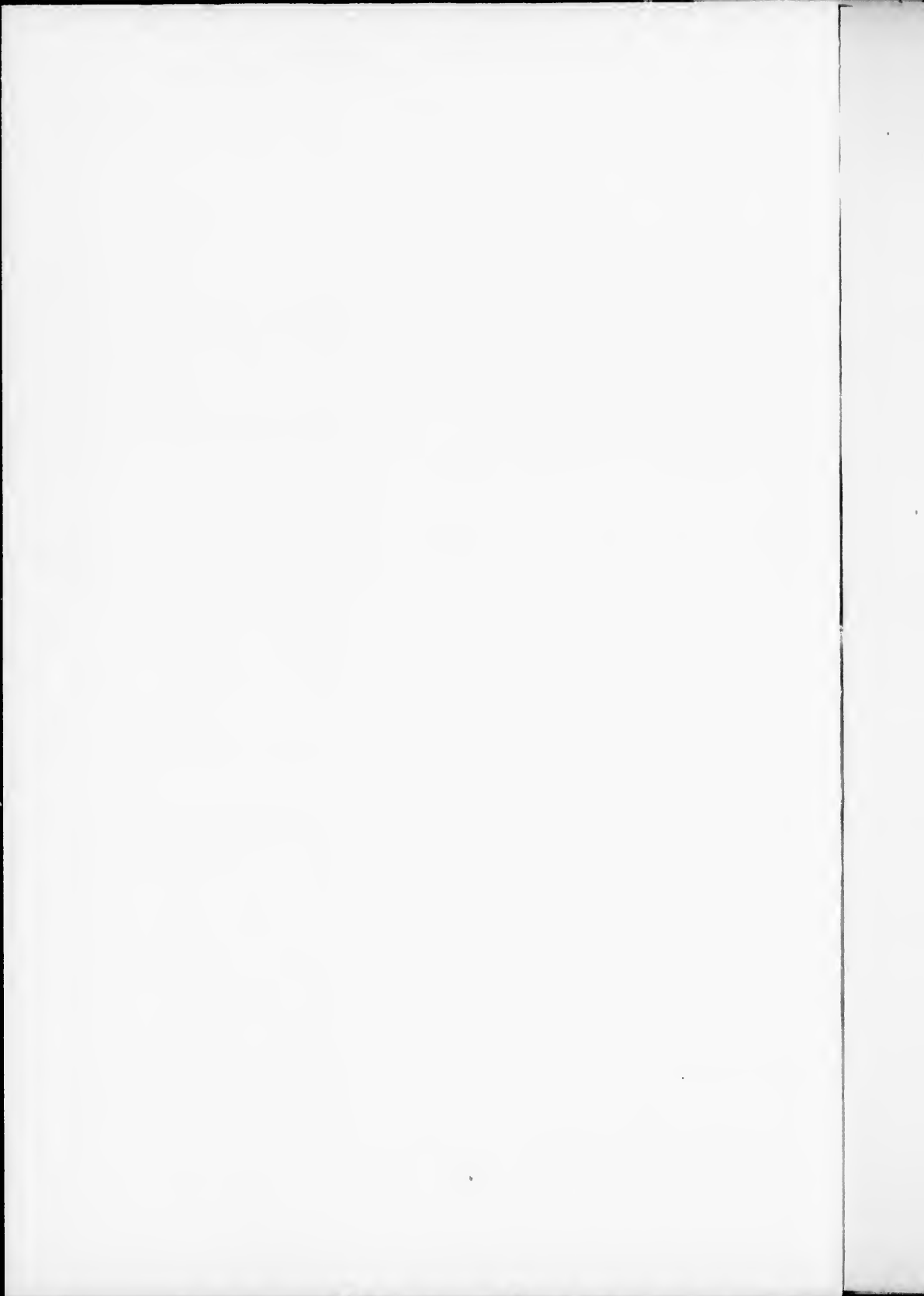
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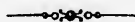
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QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL  
RAILWAY.



REPORT

OF

WALTER SHANLY, C. E..

ON THE

RIVAL ROUTES

BETWEEN

Maskinongé and Hochelaga,

JUNE, 1878.



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COPY of a Report of the Executive  
Council, dated 11th May, 1878.

APPROVED BY THE LIEUTENANT-GOVERNOR ON THE  
11TH MAY, 1878.

No. 93.

CONCERNING THE QUEBEC, MONTREAL, )  
OTTAWA AND OCCIDENTAL RAILWAY. }

The Honourable the Commissioner of Agriculture and Public Works, in a report dated the eleventh of May instant, (1878), sets forth—That it has become a matter of absolute necessity that a thorough understanding should be arrived at as to the actual position of the Quebec, Montreal, Ottawa and Occidental Railway undertaking, and as to the best means for completing those roads and opening them for regular traffic as soon as possible.

The Honourable the Commissioner therefore recommends that Walter Shanly, Esquire, Civil Engineer, be requested to investigate into the whole matter, and report thereon, with power to call upon the Railway Commissioners, Engineers, and staff, for all assistance, help and information that he may deem necessary for the purpose.

The Committee concurs in the foregoing report, and submits the same for the Lieutenant-Governor's approval.

(Certified.)

**GUSTAVE GRENIER,**

1st Clerk Ex. C. Department.



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MONTREAL, 29th June, 1878.

HON.

H. G. JOLY,

COMMISSIONER, PUBLIC WORKS,

QUEBEC.

SIR.

Acting on the authority vested in me by Order-in-Council No. 93, under date of 11th May last, I lost no time in commencing my investigations into the condition of the two divisions of the "Quebec, Montreal, Ottawa and Occidental Railway," with a view to advising the Government "as to the best means of completing the roads and opening them for public traffic as soon as possible."

The foremost question presenting itself for consideration I found to be the still-disputed claims of the two proposed routes approaching this city from the East and known, the one as the "Bout-de-l'Île," the other as the "Terrebonne" line.

The further point of divergence of these rival lines is near the village of Maskinongé—from 55 to 60 miles, dependent on the route taken, from Hochelaga, the eastern suburb of Montreal, where they come together again.

The Terrebonne route has so far been adopted as *the* line to be constructed that a large amount of work has already been done upon it between Maskinongé and Terrebonne—a distance of 46 miles. At present, however,

work is almost wholly suspended, pending the reconsideration which the advocates of the Bout-de-l'Île route have been urging of its claims as "the best line."

The "season" for railway construction is so short here in Quebec that the delay arising out of this rivalry of routes is to be regretted, threatening, as it does, the loss of a large part of the summer. I therefore addressed my earliest investigations to sifting, and, I trust, deciding, the respective claims of the two lines, so as to allow of the embargo being removed and work resumed as soon as possible, and I now have the honour to lay before you the result of my enquiries and the conclusions arrived at.

The governing work on both routes is the bridging of Ottawa waters.

On the Bout-de-l'Île or original "shore" line the main river is crossed at a point a short distance below the confluence of its two arms known, the southerly as "Rivière-des-Prairies"; the northerly one as "Rivière-des-Mille-Îles."

The Terrebonne line would bridge the last-named of these arms at Terrebonne Village. Thence to Hochelaga two lines have been surveyed; one crossing Rivière-des-Prairies about six miles above Bout-de-l'Île; the other at St. Vincent de Paul, some  $3\frac{1}{2}$  miles still higher up the stream.

From the description of the relative positions of the several proposed crossings here attempted to be given it may be gathered that the bridge at Bout-de-l'Île spanning, as it would, the main Ottawa after the waters temporarily divided by Île Jesus have re-united, would have to 'take' the whole volume of the great river, while on the Terrebonne line there would be *two* bridges to perform the same office.

The question as to whether the one bridge at Bout-de-l'Île would be a more or less expensive structure than the two on the upper route has given rise to a great deal of discussion, slightly acrimonious in its character, between, and has produced reports and counter-reports from, the two Engineers in charge, respectively, of the Montreal and Quebec and Montreal and Ottawa sections of the railway; Mr. Light, Chief Engineer of the former division, advocating the upper route with its two bridges; Mr. Peterson, filling the corresponding position on the Western division, championing the Bout-de-l'Île "location" with its one large bridge.

The real question at issue embraces, of course, not alone the cost and structural character of the bridges but the whole cost and the comparative other advantages of the rival lines in their entire length—and from that standpoint I shall, of course, discuss it.

From Quebec (City) to Maskinongé—102 miles—the "North Shore Railway," commonly so called, is now almost completed, no question of route having arisen to interfere with the advancement of the work.

At Maskinongé, as has been said, is the point of divergence, and from there to the East bank of the Ottawa at Bout-de-l'Île the distance is, in round numbers.....44 miles.

On the other line the distance from Maskinongé to the East bank of the Mille-Iles arm of the Ottawa, at Terrebonne Village, is .....46 miles.

Mile for mile the cost of both lines over the above distances would be almost identical; their topographical features are very similar; the Terrebonne, in its larger proportion of straight line and its avoidance of a good deal of low lying ground, subject to submersion in periods of back-water (due to ice-dams) from the St. Lawrence, having a fair claim to preference.

It is, then, upon the ground between Bout-de-l'Île and Hochelaga on the one hand, and between Terrebonne and Hochelaga on the other, that the battle of the routes has to be fought out.

From Bout-de-l'Île to Hochelaga is.....11½ miles.

From Terrebonne to Hochelaga—by one line..13 miles.  
And by the other surveyed line.....14½ “

And as between Montreal and Quebec the several lines will, in whole distance, compare as under :—

Bout-de-l'Île route.....	157	$\frac{40}{100}$	miles.
Terrebonne, “ by most direct survey..	160	$\frac{77}{100}$	“
“ “ by longer one.....	162	$\frac{34}{100}$	“

Looking westward, whether that somewhat undefined “objective point”—“The West”—be fixed for the purpose of the present discussion at Ottawa, Toronto or Chicago, the position of Montreal is in no degree affected by this *Bout-de-l'Île—Terrebonne* controversy : Not one cubit will be added to or taken from her western mileage whichever way the contest turns.

*Eastwards* the line originally adopted, ere yet the Government had assumed the construction of the North Shore Railway, was the Bout-de-l'Île one, with its bridge over the Ottawa laid at so low an elevation over the water-line as to necessitate a “draw” in order to keep intact the rights of navigation.

It is, of course, highly desirable, where practicable within reasonable limits of cost, to avoid draw-bridges on railways : As well in the United States as in Canada their record is a bloody one. But while to be avoided at *reasonable* expense it does not follow that they must be avoided at *any* cost : The magnitude and importance of the railway undertaking in connection with which the subject may

come up must, of course, be an important factor in deciding how much may be legitimately added to the cost and length of a line in order to "abate the nuisance." The draw is always a possible danger: a standing menace: and a ceaseless source of annoyance, delay and expense. I venture to assert that there is no Railway Manager with draw-bridge experiences but would say that he would gladly "run" three or four additional miles of line to be rid of the annoyance alone.

In respect of making provision against possible sources of accident on railways, the public will ever be more exacting on "government" than on companies or individuals, and in the carrying out of so large and important a public work as the "Quebec, Montreal, Ottawa and Occidental Railway" I am very strongly of opinion that One Hundred Thousand Dollars would not be mis-expended in doing away with the draw-bridge feature in the original project. To do so will cost about that amount however the avoidance is to be effected; whether by raising the Bout-de-l'Île bridge to the height prescribed by the Dominion Government for the least elevation of fixed railway bridges over the Ottawa and its navigable tributaries, or by adopting one of the two Terrebonne lines, on one of which the one bridge over navigable water would *naturally* be at a sufficiently high level, any way, while on the alternative line both bridges would be situated above the head of navigation.

In the controversy between Messrs. Light and Peterson on this bridge question, the former fixed, or assumed, the elevation for a high-level bridge at Bout-de-l'Île at a considerably greater height above highest navigable water than the Dominion Government, in which is vested the guardianship of our navigable rivers, would exact. Mr. Peterson placed the two centre openings of his design sufficiently high but sloped the rest of the structure each

way from the centre land-ward, adopting an objectionable system of construction in order to keep down "quantities," and so make his estimate of cost favour his plan. I venture to say that his bridge would be condemned by the authorities at Ottawa. I believe so because I think it ought to be

But a high-level bridge divested of the objectionable features introduced by Mr. Peterson, and placed at such an elevation in its entire length as would satisfy the requirements of the Dominion authorities, could be built at Bout-de-l'Île, and, counting the whole cost of the work from Maskinongé to Hochelaga, still leave that line a cheaper one than the most expensive, and but little more expensive than the cheapest, of the two Terrebonne lines.

As the engineering difficulties of the Bout-de-l'Île line commence with the bridging of the main Ottawa river, so the "troubles" of its northerly rival are first encountered where that line, the "Terrebonne," coming from the East, first touches Ottawa waters—at the village of Terrebonne; the bridge to be erected there, from the mainland to Île Jesus, would, however, be of very moderate proportions and cost compared with what the crossing of Rivière-des-Prairies, on the other side of the island, would involve.

From Terrebonne, two lines, as has been said, were surveyed to Hochelaga; the most direct one (almost absolutely direct) crossing Rivière-des-Prairies where, on its highest water-line, it is 3,700 feet wide and the valley in which it flows about 4,800 feet from bank to bank. From the bottom of the river to the grade-line the height is about 65 feet.

The carrying of the railway across this great gap, due regard being had to navigable rights, would be a very expensive work, affecting the cost of the whole line, Maskinongé to Hochelaga, so as to make this a very much

more expensive line to construct than the *Bon-de-l'Île* one with its bridge placed at the highest necessary elevation.

The alternative Terrebonne route, and the longer of the two, would bridge Rivière-des-Prairies at the village of St. Vincent-de-Paul, some  $3\frac{1}{2}$  miles higher up than where the other, or direct, survey crosses: The valley, or "gap," on this upper route being of very much less formidable proportions than are presented on the lower crossing. The upper line, too, has the further advantage of being *above navigation*, (except, of course, raft flotation) thus eliminating from the discussion one element of possible antagonism between the natural rights of navigation and the acquired rights of the railway.

Taken all in all the longer of the two lines across Ile Jésus and the Island of Montreal is immensely the better of the two, and weighing the whole question, *Bon-de-l'Île* versus Terrebonne, the Terrebonne line *via* St. Vincent-de-Paul stands easily first in all governing comparative conditions—length excepted.

So unexceptionally good is this line that it is much to be regretted that in the inception of the "North Shore" and "Northern Colonization" Railway enterprises, now united as the Quebec Government Railway, the two original corporations had not "joined issue" upon ingress and egress to and from Montreal, and agreed to construct and work a line in common from their common point of departure at Hochelaga as far as St. Vincent-de-Paul, there branching-off for their respective destinations—Quebec and Ottawa. (One bridge over the "Back River" (Rivière-des-Prairies) would then have answered for East and West lines alike, while now a second expensive crossing of that large river may prove to be unavoidable. By such an union of interests, too, the Western line could have been constructed so as clear both islands in fewer miles, and with lower



gradients as 26 is to 87, than on its existing location it now actually does.

Besides being comparatively simple of construction the line is so good geographically, looking to western connections for Montreal, that should it come now to be adopted as the *Eastward* way-out, and Western trade grow as it is to be hoped it will grow, the time will come when it will also be adopted as the *Westward* way-in, for freighting business at all events, for by the building-in of a short six miles between Ste. Rose and St. Vincent de Paul the "Montreal, Ottawa & Western" line could be lessened in length and greatly improved in gradients, as suggested above, and East and West trains could then reach Hochelaga by a common avenue.

I therefore pronounce the line from Maskinongé to Hochelaga by way of

#### TERREBONNE AND ST. VINCENT DE PAUL

to be a better one and by a long way cheaper of construction than the more direct Terrebonne route, which does *not* pass by, or through, St. Vincent, and I also pronounce the former to be the superior of the Bout-de-l'Île line in every important feature, cost included, on which the last-named may challenge competition with it—save, of course, as to length. It is, on the whole distance between Montreal and Quebec, longer than the Bout-de-l'Île by five miles, but fully two-thirds of that excess may be taken as the legitimate price paid for getting rid of the draw-bridge, while, for traffic, the village of St. Vincent-de-Paul, with its large industrial (Penitentiary) establishment, would be well worth the other third, as compared with the desolate places at the other proposed crossings of the river.

The time within which the railway can be completed must depend on the time needed for the construction of the

large bridges; they are as has been said the governing points of the work on all the routes, and in that particular, *time*, the structure over Rivière-des-Prairies at St. Vincent-de-Paul would have the advantage of one full season over the one at Bout-de-l'Île with its great raised causeways: the materials for which would necessarily, because of the flatness of the surrounding country, have to be brought from afar.

Ultimately the Terrebonne route, though adding to the distance between Montreal and Quebec, will allow of the train-mileage of the whole system being economized, for so sure as the roads are to become prosperous and are to fulfil the expectations which have prompted their construction, so surely will a Ste. Thérèse and Terrebonne link, or a Ste. Rose and St. Vincent-de-Paul link, be built in. Without one or the other (and a Ste. Thérèse and Bout-de-l'Île link would be equally inevitable had the southerly line remained undisturbed) the system will be incomplete; with such "easement" the Montreal terminus and approaches will be debarrassed of "through" trains freighted for Quebec, and which, meantime, to the unspeakable inconvenience and hinderance of Montreal business, must be run "head-on" into her station-grounds and then hauled out again, tail foremost, to re-start them on their way East.

If Ottawa waters bordering the island of Montreal must, in the completion of the Eastward line, and in observance of "treaty obligations," be bridged again, as at Saut-au-Récollet they already are on the line Westward, then I unhesitatingly recommend the

#### TERREBONNE AND ST. VINCENT-DE-PAUL ROUTE

as unmistakably the best, whether in view of first cost or of the still more important element in railway economy—the future, and for all time, working of the system.

The saving in cost of construction by the St. Vincent-de-Paul as against the *direct* line from Terrebonne would be fully one hundred thousand dollars, and as against the Bout-de-l'Île line, supposing no work yet done, ground not yet broken, any where, on any line, probably twenty thousand.

But as a matter of fact a very large amount of money, considerably more than two hundred thousand dollars, has already been expended between Maskinongé and Terrebonne; four-fifths of which, should that work be now abandoned, and the original, or "Shore," line reverted to, would, practically, be so much added to the cost of the latter.

The Shore-line possesses no special inherent merits superior to those its rival can equally lay claim-to to warrant its rehabilitation now at any such large sacrifice of outlay.

A great deal has been said about "La Grande Savanne"—a swampy tract in the counties of Joliette and Berthier traversed for some four or five miles by the Terrebonne line but almost wholly avoided by the Southerly one. The advocates of the latter hold that a road through the Savanne would be insecure: That the ground is so unstable; the bog so deep: as to render it impracticable to construct over it a railway on which it would be safe to run ordinary railway trains. If the argument be good and the Bout-de-l'Île line *must* be re-adopted *because of the Savanne* then nearly the whole of the expenditure already made West of Maskinongé will be absolute loss. But if the Savanne be not "dangerous" and other reasons should move the Government to go back to the Shore line then, in that case, more than half the outlay already incurred could still be utilised by following the Terrebonne route for some 25 or 26 miles from Maskinongé and then, after

leaving the Savanne, deflecting southward so as to fall in with and take up the original survey a few miles east of L'Assomption village. In that way the Bout-de-l'Île line could still be adopted from the last named point (L'Assomption) to Montreal without involving the loss of more than from **\$75,000** to **\$80,000** of the expenditure heretofore made Terrebonne-way.

But the Shore-Line advocates say that *La Grande Savanne* must be abandoned *any how*, and that means throwing away fully ONE HUNDRED AND SEVENTY THOUSAND DOLLARS in addition to what the first cost of their line would be over that of the one I recommend—probably Twenty Thousand more.

As a matter of fact the Savanne is perfectly safe. The road over it may be "run" and maintained, for ever, more cheaply, mile for mile, than most other parts of the railway.

Summarizing cost and length the rival lines will compare about as follow:—The Bout-de-l'Île bridge being calculated for an elevation of 32 feet over highest navigable water and the longest but best of the Terrebonne lines being taken.

## BOUT-DE-L'ÎLE LINE.

Maskinongé to Ottawa River.....	44 miles.	\$695,000
Ottawa River to Hochelaga.....	11½ "	560,000
		<hr/>
Total.....	55½ miles	\$1,255,000

## TERREBONNE LINE.

Maskinongé to Terrebonne.....	46 miles.	\$714,000
Terrebonne to Hochelaga.....	14½ "	521,000
		<hr/>
Total.....	60½ miles.	\$1,235,000

These are to a certain extent approximate estimates only, but for present purposes—comparison—sufficiently correct. Right-of-Way, until finally secured and paid for, is always a problematical element in railway estimates, and in the above is hardly more than guessed at. I am satisfied that “land” would prove a very much heavier item of cost on the Bout-de-l’Ile than on the Terrebonne route, and though I have added largely to Mr. Light’s figures under that head, I greatly doubt whether the sum I have allowed would prove sufficient yet.

And in final summary of comparison it is safe to say that to fall back now upon the Bout-de-l’Ile line, involving, as it would, a least loss of **\$75,000**, for work already done, would add to the whole cost certainly **\$95,000**; *possibly* twice that amount.

The conclusive opinion I have formed, and endeavoured to express, in favour of a certain route is, however, qualified in one place above by the words: “If Ottawa waters bordering the Island of Montreal must be bridged again, &c.” I will explain what was in my mind when penning that sentence and point out how a second bridge over Rivière-des-Prairies and, consequently, a very large outlay may be avoided.

On the map which accompanied Mr. Sandford Fleming’s report of 14th March, 1877, (re-print of which with my own additions and alterations I append to this report,) among other alternative lines traced in as possible between Terrebonne and Montreal, is one which Mr. Light in his reports designates the

“SAUT-AU-RÉCOLLET LINE.”

passing due west from Terrebonne to intersection with the “Montreal, Ottawa & Western” line, just north of its bridge over Rivière-des-Prairies at the Saut-au-Récollet Rapids.

By building this line—12 miles—and using the bridge just referred to, trains to and from Quebec would pass out of and into Montreal upon 8½ miles of the now existing Montreal, Ottawa & Western.

The saving in cost of construction, as compared with the cost of a wholly new line between Terrebonne and Hochelaga would, on this plan, be close upon Three Hundred Thousand Dollars (**\$300,000.**)

And the *time* gained in obtaining a completed track between Montreal and Quebec not far from a year, for the most easily built of the other lines will need for its construction all now left of this and nearly all of next year. In brief, by the Saut-au-Récollet line only can “the road be opened for regular traffic” within the limits of the year we are now in.

Distance, as between Montreal and Quebec, would, of course, be unfavorably affected by taking the route by Saut-au-Récollet, and compared with the St. Vincent-de-Paul independent line would show about as follows:

Whole distance <i>via</i> St. Vincent-de-Paul.....	162 miles.
“ “ “ Saut-au-Récollet.....	168 “
	—————
Increase of distance to Quebec.....	6 miles.
While as between Ottawa (Hull) and Quebec.	
<i>Via</i> Hochelaga and St. Vincent-de-Paul....	277 miles.
“ Saut-au-Récollet.....	266 “
	—————
Gained.....	11 miles.

This “shortening-up” between the extreme terminal points of the whole system of Quebec Government Railways would effect for all time a large saving of train-mileage annually, besides, as has been before noted,

ridding Montreal Station grounds of the encumbering and unprofitable presence of Through-Freight Trains destined for places further East.

It can also be adduced in support of the Saut-au-Récollet line that it leads towards direct and easy union, certain to prove alike advantageous to Montreal and to Quebec, with the Grand Trunk Railway at Pointe Claire, involving the building West from Saut-au-Récollet Bridge, of only about eight (8) miles of line over a very easy country. This would at once give a connection with the West, which at Ottawa may have to be waited-for for years. It would afford Montreal great advantages for the receiving and shipping of Freight, for it is not to be supposed that Grand Trunk Railway management would not readily and gladly avail itself of the easy means thus provided for reaching deep water at and adjoining Hochelaga, altogether the best part of the Harbour for loading large vessels with Grain and other Western products.

And lastly:—The road from Hochelaga to Saut-au-Récollet is *there*: “a fixed fact”;—and for all its objectionable gradients and circuitous alignment it is not to be gainsaid that in its Mile-End Station it will afford immense convenience to a very large—perhaps the largest—proportion of the Western Passenger Traffic to and from the City: a convenience which the adoption of the Saut-au-Récollet route for Quebec connection would extend to an equally large proportion of the *Eastward* Passenger Traffic also.

*Time* may, and doubtless will, be wanted for consultation and negotiation over, and for the solution of, the Saut-au-Récollet “problem,” with its very tempting financial, and other, advantages, but there would seem to be no reason for further delay in prosecuting the work between Maskinongé and Terrebonne, including the bridge (common to all the Terrebonne lines) over Mille Iles river. It ought to be resumed at once and pressed forward with all des-

patch. From Three Rivers to Terrebonne, at all events, the road can be placed in running order this year, and if the Saut-au-Récollet route be decided on, and I think it ought to be, there is no reason why trains may not pass between Montreal and Quebec before the close of the year; a consummation, I repeat, not to be reached in any other way.

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In the prefatory pages of this Report I wrote that up to this time, in pursuing the important investigations committed to me by the Government, I have chiefly given attention to the vexed question of *route*, as affecting the Montreal end of the Eastern line. On that subject, I have now said all that occurs to me as necessary to be said touching the *structural* merits of the competitive routes, but before closing I desire to add a few remarks on what may be termed the *commercial* attributes of the controversy.

Much has been said and written, and is still being said and written, here in Montreal, about the injustice done her in the abandoning of the old, Bout-de-l'Île, route for that by Terrebonne; the alleged wrong being commonly generalized in the averment that "Government," advisedly and of malice aforethought, designs to give Montreal the "go-by" in favor of Quebec.

In voting a Million of Dollars to aid the construction of the "Montreal, Ottawa and Western" Railway, before it had yet become a Government work and while yet disconnected with the "North Shore" (Montreal and Quebec) line, Montreal undoubtedly, and naturally, hoped greatly to increase her "Western business." Her chances of securing a share of that coveted traffic through the medium of



this new line of Railway remain to-day just as they were then save in so far as they have been greatly bettered through the undertaking having been assumed by the Province of Quebec and its completion, doubtful before, thus assured. The substitution of the Terrebonne for the Bont-de-l'Île route for *Eastward* connection does not alter Montreal's *Westward* position in the least degree. Whatever shortening-up, merely fractional, the change of line may effect as between Quebec and *THE WEST*—"just where the rainbow touches ground"—Montreal will always have the advantage of her sister port by fully one hundred and forty miles.

Quebec doubtless, and naturally enough too, also hoped to attract some Western business in return for her Million put in—or promised—to promote the building of the North Shore Line, and judging from what may be gathered from street-talk there it is evidently believed that an extraordinary accession of trade beyond all that could otherwise be hoped for would be safe to come her way through the instrumentality of the proposed Ste. Thérèse "cut off."—One thousand miles away from the "Golden West" would leave her no chance at all, but make it nine hundred and eighty-two and she is all right.

The arguments of both cities are fallacious: The fears of the one and the hopes of the other equally unfounded.

Freight despatched from Western Markets is not sent out on a roving commission in search of an Eastern port for Ocean Shipment. It is started with its destination fixed; Bills of Lading made out and mailed in advance; locked cars: "no transshipment," and a consignee on the look-out at the other end. The fortuitous difference of a few miles more or less in great distances will not affect trade one way or the other provided there be business-men at both ends of the string, and for Montreal to mourn and Quebec to rejoice because the latter turns out to be better

off by a score or so of miles in five hundred—or a thousand—than it was at first supposed she would be is for each of the two cities to reflect on the enterprise and business capacity of her people and to belittle the advantages of her port.

Supposing the "Toronto and Ottawa Railway" built, the distances by that route and the "Quebec lines" from Toronto to Quebec, comparing the way *through* Montreal with the way *back of* Montreal would be:

By way of Bout-de-l'Île.....	498 miles.
“ “ “ Saut-au-Récollet and Terrebonne.....	492 “
“ “ “ Ste. Thérèse and Terrebonne.....	480 “

While from Toronto to Montreal would be only...340 miles.

Montreal then, at the worst, will have 140 miles the advantage of Quebec, and ought to be content; Quebec has an undoubted right to the shortest road she can get for what she—promised to pay.

But the shortening of the line between extreme terminal points will be a very important gain to the Government, or whomsoever may have to "run" the railway. The annual saving in train-mileage, by avoiding the dragging into Montreal and then dragging out again of heavy freight trains that have no business there, will form a large item in the lessening of working expenses, while as affecting "terminal conveniences" for Montreal business proper, the riddance of all "locked cars" bound for Quebec or elsewhere East will be a happy one. Railway accommodation in cities is never excessive; almost always sadly cramped; and I much fear that, in this instance, Montreal is not to be the "exception that proves the rule." It is going to be a very hard matter indeed to get room enough within city boundaries to accommodate the traffic on which the city builds so much of its future, and which she hopes

to attract to her through new railway combinations; therefore, the less her terminal grounds and "sidings" are encumbered by unfertilizing trains, the better it will be for her.

Take the case of Toronto:—All through freight trains pass along the city front over the Grand Trunk Railway. The city business could be much more conveniently handled if debarrassed of them, and to effect that a line back of the city has long been thought of, and, in all probability, will be built *some* day. The through trains bring her nothing but a certain daily—and nightly—accession of noise and clatter, of which she would be well and thankfully rid.

And now, Sir, having given my views and convictions, perhaps somewhat too fully, on the one particular question treated of, I trust that they will be accepted as disposing of it, in so far, at least, as I have to deal with it, and so leave me free to pursue those other and more general investigations necessary to enable me to report to you, as instructed, "the actual position of the Quebec, Montreal, Ottawa and Occidental Railway."

I have the honor to be,

Your obedient Servant,

**W. SHANLY.**

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**T E R R E B**

S<sup>T</sup> THERESE.

S<sup>T</sup> ROSE.

**I L E**

**J E S U S .**

P O I N T E C L A I R E .

S A U T A U R E C O L L E  
B R I D G E .

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M O C H E L A G A .

L O N G U E P T E

*Levee*

*Saint Jerome Branch*

*Levee*

*Canal*

*Ottawa*

*Canal*

*Trunk*

*Lachine Railway*

*Montreal*







ST FELIX-DE-VALOIS

MAGNETIC NORTH  
Scale 2 inches to one inch

QUEBEC, MONTREAL, OTTAWA  
—AND—  
Occidental Railway.

MAP

ILLUSTRATING THE

REPORT

—OF—

WALTER SHANLY, C. E.

ON THE RIVAL ROUTES BETWEEN

MASKINONGE AND MONTREAL.

JUNE, 1876.

Geo. E. Desbarats, Lith., 59 St. James St., Montreal.

ST NORBERT

QUEBEC

ST CUTHBERT

ST BARTHELMI

MASKINONGE.

ST. LAWRENCE

Riv. de Loup.



