

Fences, and Machinery to put the whole in working order, will not exceed the sum of £500,000 currency, including contingencies, amounting to the sum of £3185 per mile, on a length of 157 miles, as ascertained from the best maps of recent publication.

In compliance with your instructions, after having completed my *reconnaissance* of the main line to connect the Cities of Quebec and Montreal, I proceeded to Ste. Therèse with a view of examining the valley north of the River "St. Jean" or "Jesus" in an easterly direction, to connect with the main line in the valley of the River "L'Assomption," in which route I discovered no impediments to prevent the construction of a line of road on terms as favorable in every respect as those on which the main line are based, and I have pleasure in being able to state, that a feeling favorable to the general interest of the undertaking exists amongst all the influential parties with whom I had an opportunity of conversing on the subject.

The foregoing report of the projected line, and the approximate estimate of the construction of the work being based merely on a *reconnaissance* of the country, nothing can be particularly defined until a complete and effective survey of the whole can be made, and for the interest of the undertaking in many points of view, I am of opinion, no time should be lost in commencing it.

In conclusion, I have much pleasure in expressing my appreciation of the services rendered me by my assistant, Mr. A. Hamel, and for the zeal he manifested in obtaining for me a considerable amount of valuable information.

I have the honour to be,

Sir,

Your most obedient and humble servant,

(Signed,)

EDWARD STAVELEY,  
Civil Engineer.

G. JOLY, Esquire,  
President of the Committee of the  
North Shore Railroad.