

TO THE DIRECTORS OF THE PHILLIPSBURG,
FARNHAM AND YAMASKA RAILWAY COM-
PANY.

GENTLEMEN.

In accordance with the instructions which I received from you at your meeting at Bedford, I immediately proceeded to examine the country between Phillipsburg and

ERRATA.

- Page 8.—Cereals "88,299" tons read "89,299" tons.
" 8.—12 lines from the bottom instead of "calculated" read "calculate"
" 8.—(Their weight with baggage at 200 lbs. per her will be 7000 tons)
Total weight of 72,014 tons producing.....
" 9.—Line 20, for "all" read "nearly all of which"
" 10.—Line 6, for "Leggo" read "Legge"

the crossing of the Montreal and Vermont Junction line, distant from Phillipsburg about six miles and a half; at this point such merchandise or passengers as are destined for the States, by rail, will be transhipped from one line to the other; all intended to go by water to any of the ports on Lake Champlain or New-York will be carried on to Phillipsburg. The same description of country continues down to Bedford where we meet with the first river passage of importance. A deviation as shown by the blue line on the general plan, has been studied at this point, in order to meet the views of some of the inhabitants of the upper part of the village. A profile of this deviation shows the great difference in level and consequently in earthworks, the increased extent of bridge and Trussel work, and an increased length of road of as near as possible three quarters of a mile, the cost of this deviation would be \$16,575. From Bedford the line will pass close to the