The surveys have been extended through the valley of the St. Francis, and a final location of the road made for a distance of 22½ miles. Considerable curvature is required for this part of the line, but the grades are generally easy, and the work, with some exceptions, is not of an expensive character.

The line leaves the St. Francis valley at Lennoxville, thence the valleys of the Massawippa, Moes, Coatticook and Leach, streams, are followed by the various routes surveyed to the boundary line of the United States.

The diverging point of these several lines is about 1½ miles south of Lennoxville. From this point to the Boundary, the country is more irregular, requiring heavier curvatures, gradients, and work, than on other portions of the road. It is on this Division that the more elevated section of country, dividing the waters of the St. Lawrence and the Connecticut rivers, is crossed.

There are several routes by which the Boundary may be reached, two of which have been examined, and also the branch line to Stanstead.

The remaining main routes, and several subordinate ones, connecting those already surveyed, must be examined before a decision can be made as to which the preference should be given for the final location of this part of your road.

From the character of the country, it became necessary to survey many of these lines with great care, for the purpose of comparison; and in case of their final adoption, they may be regarded as actual locations.

The aggregate length of line surveyed the past season is over 150 miles, of which 70 miles are approximately located, 34 miles definitely located, and the remainder experimental lines.

For the accomplishment of so great an extent of surveys by only one party, I am indebted to the energy and skill of Mr. Vining, and the gentlemen acting as his Assistants.

The maps, profiles, and estimates, are in progress, and as soon as they are completed, I shall be able to submit for your consideration the details and results of these surveys.

I have the honor to be,

Sir,

Your obedient Servant,

A. C. MORTON,

Chief Engineer.