

THE FOLLOWING TABLE WILL SHOW THE COMPARISON AFFORDED BY THESE SEVERAL LINES.

Route.	Length.	Extreme Summit.	Maximum Grade Per Mile.
Salmon River & Hall's Stream.....	59.2 Miles.	1353	45 Feet.
Moe's River & Leache's Stream.....	51.6 do.	1547	60 do.
Eastern Coaticooke & East Nulhegan....	47.4 do.	1802	60 do.
Western Coaticooke & Island Pond.....	58.9 do.	1355	45 do.
By Massawippi to Stanstead & Island Pond.....	66.5 do.	1165	60 do.

With the information afforded by the preceeding examinations, the two Committees met at Portland, on the 4th of August last.

On proceeding to the discussion of the point of Junction, it was evident that there was considerable danger of the interests of the two Corporations, so far clashing as to make a perfect agreement on all points, an exceedingly difficult affair, which will appear from a review of what appeared to be the respective particular interests of each Corporation.

The Portland Company represented that of the five routes submitted, those by Hall's Stream and Leache's Stream, (the first and second) were the most desirable, because, in either case, the amount of Railroad to be built by them would not exceed between 20 and 21 miles; because these lines in the United States passed through a cultivated and well peopled Country up the Valley of the Connecticut; because they could work these lines with much less cost, as their gradients would not exceed 25 feet per mile; because if the gradients by the Leach Stream were objectionable, still those by Hall's Stream were as favorable as on any other route.

The objections made on the part of the Canadian Company, to those two lines, were, that the expense of construction was greater than on other routes, that the summits fell altogether within the Province, and consequently would expose them to much increased cost in working, and that although in the one case, the gradients were equal to the line they preferred, yet, it was really more objectionable, as well on the above grounds, as because it debarred them from forming a favorable connection with the Passumpsic road leading to Boston.

The third route, although very considerably shorter than either the Hall's Stream, or Western Coaticooke, was considered by both Committees inadmissible from the objectionable gradients.

The Canadian Company then proposed the consideration of the Western Coaticooke, as being somewhat shorter than the Hall's Stream, as having equal gradients, as distributing the summit equally between the two Companies, being cheap in construction, and as being more advantageous to them from the probability it afforded of an easy and speedy connection with the Railroad to Boston, in operation to St. Johnsbury, distant from Island Pond only thirty miles.

The consideration of the Stanstead route was also taken up at the same time, and full consideration given to its claims, which consisted in the fact of its passing through a fertile and well settled country, to within a short distance of Island Pond, and to its affording an equally advantageous connection with Boston. Excepting a slight increase in distance, it was conceived quite possible that the gradients might be reduced on this line to the Maximum

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