

in the great chain of Railways that is destined, at an early day, to extend across the American Continent, upon Canadian soil.

The contract with the Chicago Contracting Company, for the Construction and Equipment of the North Shore Railway, provides, "that the most direct and practicable route, of which the capabilities of the country will reasonably admit, shall be adopted, both for the Main Line and Branch."

Inasmuch as no trace had been left upon the ground of the original surveys made by Mr. Gildea in 1853, and by Mr. Trudeau in 1858. And inasmuch as the surveys which were made under my own direction in 1871. were conducted more with reference to obtaining a subscription of one Million dollars to the capital stock of the Company, by the Counties and parishes through or near which the line was to pass (which subscription was, at that time, considered to be of vital importance to the Company) than to the obtaining "the most direct and practicable route, of which the capabilities of the country would reasonably admit," and therefore resulted practically in ascertaining where the greatest portion of the line should *not* go, it became necessary, as soon as practicable, after the execution of the Contract, on the 5th of April last, to provide for a complete re-survey of the entire line, at the earliest day practicable.

In order to do this effectually, the Main Line was organized in two principal divisions. The Quebec Division, extending from Quebec City to, and including the crossing of the St. Maurice River, near the City of Three Rivers, was placed in charge of Mr. L. P. Gauvreau, Assistant Chief Engineer, and acting Resident Engineer of the Division.