

Subject to the future reservation as to Stations, and due reference being had to the difficulties named in the earlier part of this Report, I consider that the requirements of the contract have been in spirit fulfilled.

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### MONTREAL AND TORONTO SECTION.

This Section was executed under a Contract between the Grand Trunk Railway Company and the English Contractors, dated 23rd March, 1853. Appendix L gives its leading conditions.

This contract agreed in many respects with that for the Quebec and Trois Pistoles Line. It set up the best English Railways as the standard for permanence and substantiality of work, with a like reference to the sanction of the Board of Trade, and the approval of English Engineers.

It gave to the Contractors the selection of the Line, subject to the approval of the Government, and with limitations of gradients and curves.

It also set aside certain contingencies of rise of prices, change of route, and cost of land, which, under a previous contract, might have influenced the price; and provided for the completion of the work, with all the appurtenances specified, for the sum of £3,000,000, without additions or deductions of any kind, or on any account.

The selection of a Line of 333 miles in length, is a question upon which much difference of opinion may be supposed to exist. Without following the course of the Railway in detail, I may observe that in its whole length, there are only two places, namely, Montreal and Kingston, at which I should have been disposed to alter it; and, although in reference to these, much might be said on both sides, it is right to state that the route chosen has been settled by the sanction of the Officers of the Government, after the customary deposit of the proposed plans in each Township.

The Line starts from Montreal, at Point St. Charles, where its position is somewhat limited by the situation of the Victoria Bridge, and following a course generally parallel to the shores of the St. Lawrence and Lake Ontario, it passes, in most cases, on the north or land side of the Towns, which have grown up by the Navigation, the original great Thoroughfare of the Country.

The Contract nowhere stipulated for a connection with the navigation and the cases where such a connection would be useful are, in my opinion, few. Generally speaking, the Railway, by being placed on the land side of the Towns, is in a position to intercept the productions of the Country before arriving at the Towns, which owed their position to the circumstance of the Trade from the back Country flowing to these places for shipment; and as the Railway becomes the main channel of traffic, these Towns may be expected, (as is already seen at Belleville and many other places,) to grow towards the Railway, which here, as usually in England, has not generally been carried through the centres of the Towns.

At Toronto, the provisional Terminus is near the mouth of the River Don, a trifle over a mile from the business Centre of that City. For a Line from Montreal to Toronto, I consider that situation a reasonable and proper one. Recent arrangements with the Municipality, under which you have already established a provisional connection with your Western Line, and a rough temporary Central Station in Front Street, will enable you hereafter to perfect that