

Waterville, in Compton, a thriving and business-like place; from Waterville to Sherbrooke, a distance of 10 miles. This route is easy and not expensive.

Sherbrooke,—the capital of the Eastern Townships,—is at present a town of minor importance, as respects inhabitants, but a large and rapidly increasing business is carried on there. It possesses vast unemployed water-power, capable of almost unlimited extension, and must be an important station for the profitable operations of any Railway designed for the development of the resources of the Eastern Townships. It is most centrally situated at the junction of the only two rivers of importance in the country, and is the point where the leading roads from Montreal, Sorel, Port St. Francis and Quebec, centre. Its ultimate prosperity must be great, and even now its business would form a considerable item in the aggregate of that of the Eastern Townships.

Leaving Sherbrooke, the undersigned endeavoured to trace a line as nearly as practicable to the northern spur of the Green Mountains—known as the Orford Range; but finding expensive work would be required, if he considered saving of distance only, he finally decided on following the valley of the River St. Francis sufficiently to the northward to enable him to strike the almost table land extending from the rear of the Township of Melbourne to Montreal. With this view the line was continued through Orford and Brompton into Melbourne, (about fifteen miles,) from whence it curved off through Ely in nearly a straight direction for 35 miles to the external boundary of the Township of Milton and the Seignior of St. Hyacinthe.

This portion of the line is very favourable in its general features, and by no means expensive in its construction.

From the Township of Milton to the Town of St. Hyacinthe, and thence to Longueuil, about 40½ miles, the line is nearly level, and highly favourable. The Town of St. Hyacinthe is a place of considerable importance, containing over 300 inhabited houses; it appears to be the centre and market town of a highly fertile and extensive agricultural district, and is also the terminus of a practicable steam navigation of over 20 miles, extending through the most densely peopled section of Canada. This place will, it is believed, be an important station for the Rail Road, and the undersigned feels himself warranted in having caused a slight deviation from the direct line, to subserve what he conceives to be an important object.

From St. Hyacinthe to Longueuil, crossing the River Richelieu at a favourable point near St. Hilaire, the line passes through a level and densely inhabited country, where the Rail Road can be constructed with the greatest facility and economy, and where it cannot fail to bring a beautiful agricultural district prominently before the notice of the public. At the point where it crosses the River Ri-