

The Resident Engineer in charge of these surveys, has been instructed to repair with his party to the St. Francis river, near Melbourne, and proceed with the examination of the country up the valley of that stream to Lennoxville, a point about five miles above Sherbrooke.

From this place to the Boundary line, the topography of the country indicates that there may be three routes, which may be distinguished as the Eastern, Middle and Western routes. The Eastern would follow up one of the Western branches of the St. Francis, and cross to the head waters of the West branch of Hall stream, which it would follow to the main stream, thence down the latter to the Boundary near the Connecticut river.

The Middle route after leaving the St. Francis valley, would be located up the valley of Moés stream to the main dividing ridge, thence down Leech stream to the Province line, near Canaan, Vermont.

The Western route would follow up the valley of the Coaticook river to the Boundary line. This stream has its source in the state of Vermont and *interlocks* with the Nulhegan river flowing into the Connecticut.

The Atlantic and St. Lawrence Rail-road Company would connect with your Road for the Middle and Eastern routes, through the valley of the Connecticut, and for the Western route through the valley of the Nulhegan river.

That corporation has made the necessary surveys to unite with your road on the Middle and Eastern routes, but no surveys have been made through the valley of the Nulhegan, by which a junction would be formed for the Western route.

The Resident Engineer, in whose charge these surveys are placed, has been instructed to first examine the middle route, which it is supposed may possess superior advantage to either of the others; after which if circumstances should render it necessary, to examine one or both of the other routes.

The distance from the point where the line enters the St. Francis valley near Melbourne, to Lennoxville, will not probably vary much from 33 miles, thence from the diverging point to the Boundary to survey the three routes above mentioned would make a further extension of line of about 90 miles, making in all 120 miles yet to be examined.

This considering the character of the country is a greater extent of line than could be surveyed this season, by the Engineer Corps now in the service of the Company, provided the first Division of your road is put under contract, but as it may be unnecessary to survey more than one or two of