

have included in the estimate for these bridges over the St. Francis and Nicolet rivers the cost of a common cart road under the railroad.

After leaving St. Hugues a blue line indicates another deviation in the direction of St. Marcel and opposite St. Aimé returning to St. François; this deviation would cost \$8,000, but it would be very productive to the Company from the fact that at least one half of the County of Richelieu would be brought within the influence of the line, which district at the present time has no outlet for its produce.

The most important deviation however in the whole line is that which may be made between St. Hugues and Doucett's Landing.

A straight line may be run between these two points as shown by the blue line on the plan, and the cost of construction would be diminished between St. Hugues and Doucett's Landing by \$30,000. Nor would the traffic of the Company suffer in the least by leaving St. François, St. Thomas, La Baie and Nicolet a few miles from the road; establishments and small towns would at once spring up along the line and instead of having a country on only one side, it would pass through the middle of the very district supporting all the villages just named, and the traffic from which although more distant must still come to the railroad.

At Doucett's Landing opposite Three Rivers a pier will have to be constructed in accordance with the specification of works to be executed; from which wharf the Railway lumber waggon will be run into barges, and the lumber at Three Rivers will be loaded direct into the cars and be delivered on the railroad without any handling whatever, more than loading into a common barge.

I believe in following the tracé by the red line as described, I have selected the road to which you give the preference, at the same time I have considered it my duty, and I believe your wish, that I should suggest any deviations that might appear useful or practicable.

The estimate resulting from these studies has been prepared for a line of three feet gauge, which gauge is recommended after a very careful examination of the resources of the country, of the probable amount of the traffic likely to come upon the line, and the returns likely to be realised. Details upon these points I have given further on in this report, by reference to which it will be seen that a three feet gauge must not be exceeded in order to admit of the construction of this line at such a price as will