

These, however, I have had no time to examine ; and should the enterprise be undertaken, further examinations will of course be made, and some of the most difficult points on each route, should be tested with instruments, previous to commencing a line of survey.

Sufficient, however, has been accomplished by this reconnaissance to satisfy me of the entire feasibility of constructing a railroad to the boundary, and thence to Montreal ; and that with less difficulties than have been encountered on other roads in our country of equal extent. And I do not hesitate to say, according to my judgment and experience, that no railroad in this country has yet been constructed, of a length equal to the distance from Montreal to Portland, where, taking one part of the route with another, the laying of the land is so favorable, the obstacles and difficulties to be surmounted are so few, and so easy to be overcome, and the facilities and means of construction so cheap and near at hand, as is the case, in these respects, of the route for a railroad from Portland to Montreal. No engineer can pass over the distance without being struck with the favorable conformation of the face of the earth, and courses of the streams—with the passes among and through hills, and across mountain ranges, which nature has prepared beforehand, ready for the industry and enterprise of man to complete the work. Only two serious obstacles are to be found in the whole distance. These, on careful examination, will prove to be less serious than they appear and would be naturally supposed. The rock, for instance, in the Dixville Notch, is of a kind easily displaced and removed, and is needed for