

road may be developed over a distance nearly half as long again as that shown by the profile, but then there would exist an incline of one in forty, and three quarters of a mile long. This is so greatly in excess of any other grade on the whole road, that trains would either have to be divided, or extra Locomotive power would have to be always in readiness for each train, or a fixed engine for drawing the traffic up. Either of these systems would be very expensive, the cause of great delay, in fact a perfect deformity and obstruction to the proper working of the line. For these reasons and following the tracé indicated by the red line, I have considered it in a commercial point of view, as an impracticable passage.

Arriving opposite St. Hyacinthe, there will be some very expensive works to reach the Grand Trunk Station, on the West side of the River; nevertheless St. Hyacinthe is a most important place for the Company to have a station at. It is the chef-lieu of a very large judicial District, of the Roman Catholic Diocese, the seat of an important College, Convent and Hospital, and has a market for animals, grain and all agricultural produce second only to Montreal and Quebec. Shoe manufacturers, tanners, carriage works and an important and increasing foundry Establishment are all in operation, besides presenting the great feature of forming a junction with the Grand Trunk at a point affording the closest communication with Montreal the Commercial Capital of the Dominion. All these are great advantages for the Company, and so many powerful reasons for enlisting the efforts of the Town in support of the enterprise; for a route, which would cost 25,000 dollars less, can be obtained by passing from St. Pie, along the hills leading to St. Dominique, and back to near Ste. Rosalie, but this tracé would still present very heavy and objectionable grades, although not of a nature to interfere with the traffic to the same extent as the incline before referred to. From St. Hyacinthe the red tracé runs through the parishes of Ste. Rosalie, St. Simon, St. Hugues, River David, St. François du Lac, St. Thomas de Pierreville, La Baie, Nicolet, St. Grégoire to Doucett's Landing opposite Three Rivers. By reference to the plan and profile it will be seen that in this section of the road, the passages of the Rivers St. François and Nicolet will be very formidable and expensive works, and can only be reduced by passing several miles higher up the river which will diminish the length of the bridges, and shorten the line by three miles. A deviation with this view is submitted for your consideration further on. I