

whether they were fully justified in the conclusion that all requisite examinations and surveys had been made for the proper understanding of the whole question, and that no Line could by possibility be shown which should meet the required Grade, and not increase the distance.

The Report of the Chief Engineer of the Company in the evidence submitted, is produced herewith, whereby it appears that by the surveys made previously, and in possession of the Committee, the distance within the Province on the Western Coaticooke line was 26 miles; and on the Stanstead line, from the common point of departure, with 60 feet gradients 28½ Miles.

Putting aside the largely increased work, it now appears by this report, that to assimilate the gradients on each line, in the manner and on the line pointed out to the Board, an increase of distance would be required above that already stated, of probably 2½ Miles, according to the data submitted by the advocates of the Stanstead route; the result thus far fully confirming the Report of the Engineers to the several Committees, and the justice of their conclusion thereon.

It may be proper here to remark, that the total assumed excess of distance by the Stanstead route above the Coaticooke route, was stated by the Engineers to the two Committees, as 7 Miles, of which the difference in the Province was 2½ Miles, and in the United States 4½. It now appears that assimilating the grades, and increasing the cost of the work, the difference in the Province, so far from being diminished, would be actually increased from 2½ Miles to about 5. While the greater altitude of the Summit, by the Western Coaticooke, appears also by the Report of the Engineer, to be more than compensated by the greater regularity of the ascent, thereby reducing the total rise and fall to a less amount than on the Stanstead route; and virtually making the Summit lower than the latter, so far as the economical working of the road is concerned.

With reference to the probable route through the United States, from Stanstead to Island Pond, no reliable evidence has been adduced to show that an erroneous view was taken of the distance; but it has been stated by Mr. Gilbert, an Engineer of standing, that he is of opinion that a diminution of upwards of a mile might be made, by leaving the Village of Derby centre, about 1½ Mile to the Westward, and that possibly some further reduction might take place beyond that point.

Not having any facts before them in support of this view, the board cannot accept this statement in correction of the reports already laid before them; but even assuming the correctness of this position, it is evident to them that the reduction in distance here claimed, would not equal the positive ascertained increase within the Province, and that they would in any case have to encounter an aggregate excess of distance fully equal to that assumed by the two Committees.

As the application is, however, not for a change of route absolutely, but for an extension of time only, to complete further surveys, the Board have to consider first, whether any reasonable hope exists, that any important modification of existing evidence can be had; and secondly, whether the position of the Company is such as to warrant any further delay. On these points, the Board are of opinion, that no case has been made out, to induce the belief of a favorable result; and although their own wish would be to afford the delay, if unattended with serious loss, yet it is impossible for them to grant it in the face of an absolute agreement with the Portland Company, on which that Company are acting—and in view of the inevitable serious delay that must arise in the completion of the road, if they were to attempt to

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