

other route, and would for the present, at least, accommodate a larger population. This remark applying exclusively to the line in the United States, proposed to be executed at the cost of this Company, as in Canada the relative amount of population and Way Business would not very greatly differ, although somewhat in favor of the Stanstead route at present.

On the subject of the existing and future Way Business of the two routes under consideration, the Committee could not but consider that this element in the decision of the question, was liable to great fluctuations, that the resources of the whole country were, to a very great extent, undeveloped, and that the construction of the Railroad itself would almost, without a doubt, speedily give a preponderance of Way Business to the line they might adopt. On looking therefore to the whole question they considered that by the adoption of the Stanstead route, they would effect a permanent and incurable injury to the Railroad Company, by the extension of the line upwards of 7½ Miles, against which they could only set off what they regarded as the temporary advantage of some additional Way Business on the section of their road, proposed to be constructed in Vermont, an advantage also, which was lessened from the consideration, that the Way Business in question would not benefit the remainder of the Railroad by passing into the Province and thence over the entire line to Montreal, but would be confined to the use of the section communicating with the Portland and Boston Roads.—After the most mature deliberation and with every desire to give due weight to all arguments for or against either route, the Committee concluded in favor of the Western Coaticooke route, and intimated to the Portland Company their readiness to undertake the construction of the excess of distance by this line above that by the Connecticut Valley.

In conformity with this decision, the Committees of the two Companies executed an agreement, on the 4th of August last, embodying the terms upon which the point of Junction had been settled, and defining the route as that by the Western Coaticooke. This agreement was duly ratified by the Portland Company, and also the Canadian Company, on the 11th September last.

In accordance with the above agreement, the Portland Company have proceeded with the execution of the work on their division of the road, and the St. Lawrence & Atlantic Railroad Company have also definitively located their line, have caused a quantity of the superstructure to be delivered upon it, and have advertised for Tenders, which were received on the 15th Instant, and which are now only awaiting the decision of the Board to be immediately proceeded with.

In this position of affairs the application for a further examination of the Stanstead route has been made, and certain evidence has been laid before the Board to satisfy them that the Committees of the two Companies had arrived at an erroneous conclusion, and that operations should be suspended until further alleged facts could be adduced.

With reference to the evidence already laid before the Board, it is important to observe how far it tends to remove the objections stated against the Stanstead route. These were mainly two—First, the increase of distance. Secondly, the Western direction of the road. As regards the latter point, no evidence of any kind has been brought forward to show that the Committee erred in supposing that the Stanstead route, would bring the Portland route to a point 15 Miles nearer in connection with Rouse's Point nor does it appear possible to the Board to overcome this objection in any way.

It now remains to consider whether the views of the Committee were incorrect, in judging that in order to assimilate the Grades to those on the Western Coaticooke, an increase of distance would inevitably result, and