

does not appear that any plans or estimates were made by Mr. Morton, the company's engineer.

In consequence of the foregoing action, a charter was carried through the House of Assembly in 1847, but was arrested in the Legislative Council.

In May, 1851, the question was revived on the occasion of making the survey for the Montreal and Kingston Railroad. The sum of £1500 was loaned by the St. Lawrence and Atlantic Railroad Company for the above survey, upon the express condition that it should embrace a connection between the two roads—by means of a bridge across the St. Lawrence at Montreal. This appropriation was exhausted by the railroad survey before that for the bridge was completed, and another loan of £150 was obtained from the harbor commissioners, in view of the advantages which the harbor interest would derive from a thorough hydrographic survey of the river opposite Montreal.

The delay in publishing this report has been caused by a deficiency in the means necessary to complete the plans, &c., as fully as was intended. The recent assumption of the enterprise by the Grand Trunk Railway Company of Canada, has rendered any further expenditure upon the part of the committee unnecessary.