

the Richelieu River, a distance of about $5\frac{1}{10}$ miles. After crossing this stream, a slight deviation is made from a direct line in order to attain the elevated table on the east side of the River and to pass the North side of Belœil mountain, thence to St. Hyacinthe the line is straight, a distance of $12\frac{1}{10}$ miles.

The grade of 53 feet per mile and the deep cut encountered by the former survey on the east side of Richelieu River have been avoided, and there will therefore be no inclination on this division of the road much exceeding 30 feet per mile, and this will only be required at the above-mentioned point, all other portions of the line are level or with but slight inclinations.

The earth-work of this division will be light, consisting generally of a continuous embankment of about 5 feet in height, to be formed of earth excavated from side ditches. It is recommended in all cases when practicable to elevate the road bed 5 feet above the general surface of the country with a view to more perfect drainage and to facilitate the removal of snow from the track.

The bridge for crossing the Richelieu River will be about 1000 feet in length, including the draw, and will be an expensive structure. I have however after much examination of the River determined on a site for this work which may be regarded as highly favorable. The River was carefully examined for a distance of 3 miles in the vicinity of Belœil, and the depth of water found to vary from 14 to 30 feet; the channel in no case, except at the rapids above Belœil, was found of a less depth than 14 feet. After running various trial lines and making numerous measurements and soundings, I have selected a point on the rapids about one mile above Belœil as offering on the whole the greatest advantages for the construction of this bridge.

The channel of the River at this point is near the west shore and is narrow, not exceeding 200 feet in width, its greatest depth is 16 feet. After crossing the channel the remaining portion of the River varies in depths from 2 to 7 feet, and the bottom consists of stone and gravel.

The draw should be introduced at the west end of the bridge where it can be constructed at less expense and may be approached by vessels navigating the River in both directions in a favorable manner. The examinations to determine definitely on the position of the bridge are not yet completed, but these will be made in conjunction with the location of the road on each side of the River.

Should the Board decide to put this division under contract, the location could be made and the plans, specifications, &c., prepared for letting the work early in September next.

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