

TO THE DIRECTORS OF THE PHILLIPSBURG,
FARNHAM AND YAMASKA RAILWAY COM-
PANY.

GENTLEMEN.

In accordance with the instructions which I received from you at your meeting at Bedford, I immediately proceeded to examine the country between Phillipsburg and the Landing opposite Three-Rivers, and I have now the honor to submit to you a plan and profile of the line which I have selected as the one most in conformity with what I believe to have been your views and intentions.

The grades and curves throughout and the general level of the country are highly favourable, but there are some formidable bridges and not a few of them. By an examination of the profile and plan submitted, the details of the *Tracé* will be perfectly understood.

At Phillipsburg a wharf will be established for the reception and delivery of all goods and passengers going by water from this point to any of the various ports on the Lake Champlain.

From Phillipsburg the road as indicated by the red line, will run with very gentle grades up to the first station at the crossing of the Montreal and Vermont Junction Line, distant from Phillipsburg about six miles and a half; at this point such merchandise or passengers as are destined for the States, by rail, will be transhipped from one line to the other; all intended to go by water to any of the ports on Lake Champlain or New-York will be carried on to Phillipsburg. The same description of country continues down to Bedford where we meet with the first river passage of importance. A deviation as shown by the blue line on the general plan, has been studied at this point, in order to meet the views of some of the inhabitants of the upper part of the village. A profile of this deviation shows the great difference in level and consequently in earthworks, the increased extent of bridge and Trussel work, and an increased length of road of as near as possible three quarters of a mile, the cost of this deviation would be \$16,575. From Bedford the line will pass close to the