

Grade on the other route, but it was also certified by the Engineers of both Companies, that this could not be done without an increase of distance, which already exceeded that by the Western Coaticooke, 7 Miles, and by Hall's Stream, 7 Miles.

The Portland Company objected both to the Western Coaticooke, and the Stanstead routes, on the following grounds:—That in either case they had to abandon the cultivated and level Valley of the Connecticut, to pass through a considerable extent of forest: that, in one case, an excess of distance of 12 Miles, in the other of 17 Miles, would be entirely thrown on them: that their financial arrangements, and the mortgages granted on their road, limited the distance they could possibly construct to 21 Miles, and that although a connection with Boston might be desirable for the Canadian Corporation, their interest they feared would be materially injured thereby. That these objections applied with equal force to either route, but especially to that by Stanstead, which would increase the distance between Montreal and Portland, at the same time that it gave the most favorable opening for the Passumpsic (Boston) road to tap their trade. Their conclusion was that they could assent to neither route, without the Canadian Corporation undertook the construction of the excess of distance above that for which their financial arrangements were made, and that if such arrangements were entered into, they gave their decided preference to the Western Coaticooke, as being undoubtedly considerably shorter, and possessing the most favorable gradients.

The proposition thus made on the part of the Portland Company, had been foreseen by the Canadian Committee, and, joined to other reasons, rendered it extremely difficult to arrive at the desired result. Independent of the reasons, it was proper for them to urge upon the Portland Company, in support of their position, there were other causes materially affecting the future prosperity of the Company, which justly demanded their attention, and which, as affecting both the Stanstead and Western Coaticooke routes, may be here stated.

The Committee had in view that since the commencement of the St. Lawrence and Atlantic Railroad, in 1846, very great progress had been made in the extension of lines leading from Boston to the St. Lawrence, and Lake Ontario, and especially, that the construction of the Ogdensburgh Railroad to Rouse's Point, might hereafter cause the construction of a line from thence by the Missisquoi Valley, to connect with the Portland road, they could not shut their eyes to the fact, that in adopting the Western Coaticooke route, they were actually bringing the Portland road about 17 Miles nearer to Rouse's Point, and that if they took the Stanstead route they would extend the Portland road about 15 Miles further, in the same direction, while they would, at the same time, be increasing their own line no less than 7½ Miles. It was evident to them, that looking at the distance from Rouse's Point to the Connecticut river, it was a dangerous policy to move Westward at all, but increasingly so, for every mile of Westing they made.

The proposition of the Portland Company that the Funds for a large section of their road should be provided by the Canadian Company if either of the Island Pond routes should be selected, increased the difficulty, first, from the impediments in the way of carrying out such an agreement legally; secondly, in raising such a large additional sum of money, where all their existing resources were required to reach the Boundary Line; and lastly, from the fact that in encountering all these obstacles, the Canadian Company would actually be paving the way for the construction of another road, that might prove a formidable rival. If either of the Eastern routes were adopt-