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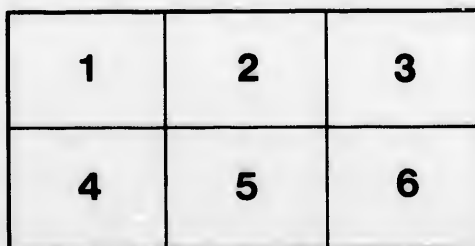
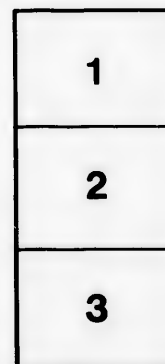
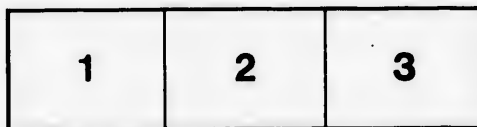
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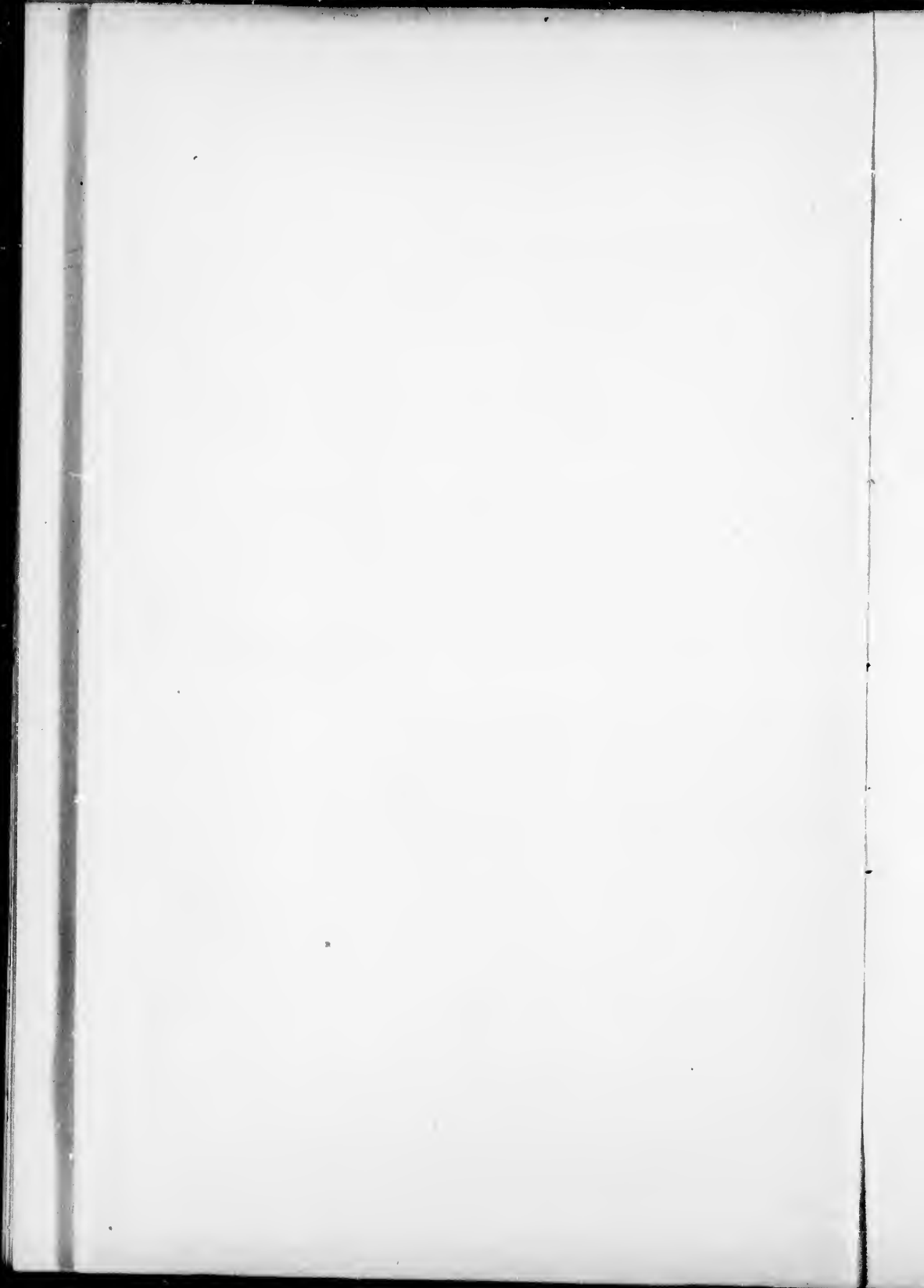
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NORTH SHORE RAILWAY.

ENGINEER'S REPORT

ON

LOCATION AND CONSTRUCTION.

BY GEN. SILAS SEYMOUR,
ENGINEER IN CHIEF.

QUEBEC:
PRINTED AT THE "MORNING CHRONICLE" OFFICE.

1872.

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NORTH SHORE RAILWAY.

ENGINEER'S REPORT

ON

LOCATION AND CONSTRUCTION.

OFFICE OF THE ENGINEER-IN-CHIEF,

Quebec, 10th October, 1872.

MR. PRESIDENT :

I have the honor to submit herewith, for the examination and approval of the Board of Directors, location plans and profiles of the entire Main Line of the North Shore Railway from Quebec to Montreal.

Owing to the necessity of taking the proper legal steps for procuring the Right of Way for the Contractors, between Quebec and Paradis Pass, a distance of about 17 miles, I had the honor to submit to you, informally, a map and profile of that portion of the line, for the approval of the Board of Directors, at its regular monthly meeting, held on the 8th of August last; and I am informed, by the Secretary, that the portion of the line then submitted, was duly approved by resolution of the Board.

Inasmuch, however, as no report accompanied that portion of the line, showing either its characteristics, or the relation which it bears to the remainder of the road. I have thought it best to consider the question of the location of the entire Main Line of the Railway, in the present report.

I. GENERAL DESCRIPTION OF THE ROUTE.

The general route of the Railway, and the character of the country through which it passes, are so familiar to yourself, and to every member of the Board, that it seems unnecessary to occupy the time of the Board with a lengthy description of them at the present time.

It will probably be sufficient for present purposes, to state, generally, that the starting or initial point of the line, has been fixed near St. Paul's Market, in the city of Quebec. After leaving this point, the line enters King street, near its intersection with St. Rochs street, and follows the center of King street, westerly, to its intersection with St. Ours street, at the western limits of the city of Quebec.

Thence, it crosses, in a direct line, the grounds of the General Hospital, and also the blocks lying between Bedard, Parent and St. Valier streets, to the easterly end of Massue street, which it follows to the intersection of Bayard street, where it enters Ste. Gertrude street, (a prolongation of Massue street) which it follows to the westerly limits of St. Sauveur.

Thence it follows up the valley, upon the south side of St. Charles River, a distance of about 7 miles, in a direct line, to a point near Ancient Lorette, when it strikes the slope of the country which drains into the St. Charles and Cap Rouge Rivers, which slope it follows, with an ascend-

ing grade, to Paradis Pass, the summit of which is 400 feet above tide water in the St. Lawrence River, and about 18½ miles distant from Quebec.

From Paradis Pass the line follows an almost straight direction to the crossing of the Jacques Cartier River, at a point about 6 miles from its mouth, and a short distance above the Red Bridge.

Thence a slight deflection to the south, carries it in almost an air line to the crossing of the Port-Neuf River, at a point about one mile above its mouth, and about 33½ miles distant from Quebec.

From the crossing of the River Port-Neuf, the line follows a very good direction westerly, averaging a distance of from one to two miles north of the St. Lawrence river, until it reaches the River St. Anns, which it crosses at a point about one half mile above its mouth, in the upper part of the village of St. Anns.

After leaving St. Anns the line follows, in the same general direction, across the flats of the St. Lawrence valley, crossing in its way the Batiscan and Champlain rivers, a distance of about 13 miles, when it gradually ascends the Coteau, which borders these flats on the north, which it follows until it reaches the Valley of the St. Maurice river, which river it crosses at a point about 76 miles from Quebec.

The point selected for the crossing of the St. Maurice river, is about two miles above its mouth, and is considerably above the one indicated upon the maps and profiles of previous surveys. And although it adds slightly to the length of the main line of the road, it is believed that the saving that it will effect in the length of the Piles Branch, and also in the length of bridge required to span the river, will, in the future working of the main line and the branch,

much more than compensate the company for the small increase in distance.

After crossing the St. Maurice River, the line deflects to the South, and follows down the Valley of the St. Maurice, a distance of about one and a quarter miles, until it reaches the City of Three Rivers, when it curves northwardly, flanking the high Coteau lying north of the City, and follows a comparatively straight direction, over the rich alluvial bottom lands of the St. Lawrence Valley, crossing in its way the comparatively small rivers, Elaises, Yamachiche, Du-Loup, Maskinonge, Chicot, and Berthier, until it reaches the City of Berthier, a distance of about 40 miles from the crossing of the St. Maurice River, and about 116 miles from Quebec.

From Berthier the line follows on, in the same general direction, and over very much the same character of country, until it reaches the vicinity of L'Assomption River, near the flourishing Village of that name, and then it deflects slightly towards the South, and follows a tangent of 13 miles in length, on the Easterly side of the River, until it reaches the junction of L'Assomption and Ottawa Rivers near the point where this branch of the Ottawa empties into the River St. Lawrence.

The line then crosses L'Assomption River onto an island, which divides it from the Main Waters of the Ottawa.

And thence it crosses the Ottawa and reaches the Main Island of Montreal, at Bout-de-L'isle, whence it continues, in almost an air line to the terminal point of the surveys within the limits of the City of Montreal, a distance of 158 2-10 miles from the initial point in the City of Quebec.

The accompanying "Map showing the general location and profile of the North Shore Railway," drawn to a scale of 2½ miles to an inch, will serve to illustrate the foregoing

general description of the route. And the accompanying "Location Plans and Profiles" of the different sub-divisions of the line, will serve to illustrate the details of location, so far as relates to alinement, gradients, and the general character of the work.

The location, plans and profiles are arranged to represent the different sub-divisions of the line, in the following order:

- No. 1, from Quebec to Paradis' Summit—Sections 1 to 18 inclusive.
- " 2, from Paradis' Summit to River Portneuf—Sections 17 to 33 inclusive.
- " 3, from River Portneuf to St. Casimir Road—Sections 33 to 44 inclusive.
- " 4, from St. Casimir Road to the St. Maurice River—Sections 45 to 76 inclusive.
- " 5, from the St. Maurice River to Berthier—Sections 77 to 116 inclusive.
- " 6, from Berthier to Montreal—Sections 117 to 158 inclusive.

The sectional divisions, upon the location plans and profiles are intended, so far as the proper distribution of materials will permit, to average one mile in length. And the numbers of the respective sections will therefore represent, very nearly, the distance from the West end of that Section to St. Paul's Market, or the initial point in Quebec.

II.—ALINEMENT AND GRADIENTS.

An analyses of the Location Plans and Profiles, above referred to, will show the following results:

	<i>Miles.</i>
1—Total length of the Main Line.....	158 $\frac{2}{3}$
2—Length of straight line, or tangents.....	143 $\frac{2}{3}$
(Equal to 90 per cent. of the Main Line.)	

- 3—Length of curved lines with radii greater than 1433 feet..... 12
(Equal to 8 per cent. of the Main Line.)
- 4—Length of curved lines with a radius of 1433 feet, (which is the minimum)..... 2 $\frac{1}{2}$ %
(Equal to 2 per cent. of the Main Line.)
- 5—Length of gradients, either Level or inclining, 10 feet or less per mile..... 99 $\frac{3}{4}$ %
(Equal to 63 per cent. of the Main Line.)
- 6—Length of gradients inclining more than 10, and 30 feet or less per mile..... 32
(Equal to 20 per cent. of the Main Line.)
- 7—Length of gradients, inclining more than 30 and less than 52.8 per mile..... 14 $\frac{1}{2}$ %
(Equal to 9 per cent. of the Main Line.)
- 8—Length of gradients inclining 1 in 100, or the maximum adopted, of 52.8 per mile 12
(Equal to 8 per cent. of the Main Line.)

It should be remarked here, that the route has been located, and the grades arranged upon the profiles, with particular reference to the avoidance of cuts which would be likely to become filled and blockaded with snow, during the winter season. And hence the minimum radius, of 1433 feet, and the maximum grade of 52.8 feet per mile have been resorted to more frequently than they would have been in a milder climate.

III. HISTORY OF THE SURVEYS.

The surveys which have resulted in the selection of the line, now submitted to the Board of Directors for its approval, have been made with the greatest care and attention to every detail that should have a bearing upon the important question of selecting a route for the Eastern terminal link

in the great chain of Railways that is destined, at an early day, to extend across the American Continent, upon Canadian soil.

The contract with the Chicago Contracting Company, for the Construction and Equipment of the North Shore Railway, provides, "that the most direct and practicable route, of which the capabilities of the country will reasonably admit, shall be adopted, both for the Main Line and Branch."

Inasmuch as no trace had been left upon the ground of the original surveys made by Mr. Gildea in 1853, and by Mr. Trudeau in 1858. And inasmuch as the surveys which were made under my own direction in 1871. were conducted more with reference to obtaining a subscription of one Million dollars to the capital stock of the Company, by the Counties and parishes through or near which the line was to pass (which subscription was, at that time, considered to be of vital importance to the Company) than to the obtaining "the most direct and practicable route, of which the capabilities of the country would reasonably admit," and therefore resulted practically in ascertaining where the greatest portion of the line should *not* go, it became necessary, as soon as practicable, after the execution of the Contract, on the 5th of April last, to provide for a complete re-survey of the entire line, at the earliest day practicable.

In order to do this effectually, the Main Line was organized in two principal divisions. The Quebec Division, extending from Quebec City to, and including the crossing of the St. Maurice River, near the City of Three Rivers, was placed in charge of Mr. L. P. Gauvreau, Assistant Chief Engineer, and acting Resident Engineer of the Division.

On the 29th of April, a party was organized with Mr. E. B. Temple, Assistant Engineer, as its Chief, which commenced the location, westward from the initial point in the City of Quebec.

On the 15th of May, another party was organized with Mr. Alexander Sewell, Assistant Engineer, as its Chief, which commenced the location eastward, from the crossing of the St. Maurice River.

These parties, after examining instrumentally, the whole range of country that was considered as coming within the limits contemplated by the conditions of the contract, united their lines of location at the crossing of the St. Casimir Road, a point about two miles North of the St. Lawrence River, at Grondines, on the 11th of September.

The Montreal Division, extending from the West bank of the St. Maurice River, to the City of Montreal, was placed in charge of Mr. George Holt Henshaw, as Resident Engineer.

On the 26th of April, a party was organized, with Mr. Libert Chandler, Assistant Engineer, as its Chief, which commenced the location Eastward from a point selected within the limits of the City of Montreal, as the terminus of the Survey.

On the 15th of May, another party was organized, with Mr. B. S. McConnell, Assistant Engineer, as its Chief, which commenced the location Westward from the St. Maurice River.

These parties, like those upon the Quebec Division, made thorough instrumental examinations over a large extent of Country, bordering upon the line as finally selected for location.

Mr. McConnell's party reached the City of Berthier with the location, on the 31st of July, when it was disbanded. Mr. Chandler's party reached the same point on the 2nd of September, after which it returned Westward, for the purpose of making some further examinations at the crossing of the Ottawa, near Bout-de-L'Isle ; and it is now engaged in the survey of another line, crossing the same River at a point considerably higher up, near the Village of Lachenaye.

Mr. P. B. Vanasse, of Three Rivers, was appointed Chief Commissary for the entire line.

It gives me great pleasure, in this place, to bear testimony to the intelligence and energy which have been manifested by all the Gentlemen above named, in the performance of the arduous and responsible duties assigned to them.

During the progress of the surveys, I have made frequent personal examination of the entire line ; having examined with particular care, and decided upon the ground, all important River crossings, and other points of unusual difficulty as they have occurred.

I can therefore certify, unhesitatingly, to the Board of Directors, that the line now recommended for approval, is, in the language of the Contract, "the most direct and practical route of which the capabilities of the Country will reasonably admit."

There are some important reasons, however, which I will proceed to state as concisely as possible, why, in my opinion, it will be inexpedient for the Board, at its present meeting, to fix definitely the location of the road farther West than a point 131 miles from the initial point in the City of Quebec, which point may be designated as the East end of Section No. 132—and is marked upon the accompanying maps and profiles as the "West end of location."

There are several important questions, other than strictly engineering ones, which, it is believed, should exert a controlling influence in the decision of the question of location between the point above mentioned, and the permanent terminus of the road, in the City of Montreal, neither of which questions am I prepared at the present moment, to discuss as fully and intelligently as I would like to do, before the final action of the Board is taken upon the subject.

The first of these questions is, as to the precise point at which suitable drawbridges should be located and constructed at the crossing of the Ottawa River, at Bout-de-L'Isle, in order to afford the least possible hindrance and inconvenience to the free navigation of L'Assomption and Ottawa Rivers at that point.

The law provides that no Railway Company in the Province shall construct a bridge over any navigable river, without first submitting "the plan and *proposed site* of such work to the Governor in Council, and the same has been by him approved."

The bridges over all the navigable Streams between Quebec and the point above named, have been located a short distance above common road bridges already constructed, with draws suitable for the accommodation of navigation.—And it has therefore been assumed that there can be no doubt of the approval by the Government, of the site, or location of these bridges. Although, when the plans are prepared, it will undoubtedly be necessary to submit, both the site, and the proposed plans, to the Governor in Council for approval.

The case of the crossings of L'Assomption and Ottawa Rivers, however will be found much more complicated;

and questionable, and I would therefore for this, if for no other reason, advise the Board to postpone action upon it for the present.

Another question grows out of the undoubted importance of connecting, at some future day, the lines of the North Shore, and the Northern Colonization Railways, with a view to securing the most direct practicable route for the immense traffic and tonnage that is destined to pass over the Canadian Pacific Railway, and which will most certainly seek an outlet at the head of deep Ocean steam navigation at the city of Quebec.

With a view to the proper understanding of this important question, a survey, as before remarked, is now being made, of a line which will diverge from the present route, at or near the point above indicated as the "West end of location" and intersect it again at a point about one half mile eastward of Montreal.

This line, which is indicated by a broken red line upon the general map of location, will cross L'Assomption River near the Village of that name, and take a direct course towards the village of Lachenaye, near which it will cross the branches of the Ottawa, and then follow a tolerably direct course towards Montreal.

This line will, undoubtedly, be found somewhat longer than the one *via* Bout-de-L'isle; but the advantage of crossing the main branch of the Ottawa River, above navigation; the increased facilities that it will afford for a connection with the Northern Colonization Railway; and the distance that will be saved to the through traffic above referred to, when considered collectively, may be found to much more than compensate the Company for the comparatively slight increase in the distance, that its adoption would involve between Quebec and Montreal.

Should the Board concur in the views above expressed, and defer the location of that portion of the line west of the point indicated upon the maps and profiles as the "West end of location," I shall have the honor to submit, at the earliest possible day, a supplemental report upon the remaining portion of the line, accompanied by such plans, profiles and other information as may be necessary to a full understanding of the subject.

IV. SURVEYS FOR THE PILES BRANCH.

A survey for the Piles branch was made quite late in the season of last year, by a party in charge of Mr. E. B. Temple, Assistant Engineer, upon the west side of the St. Maurice River, from the City of Three Rivers to the Grand Piles; the profile of which shows the country in that locality to be exceedingly rough and uninviting for the construction of a railway.

Another party was organized early in May of the present year, and placed in charge of Colonel F. C. Farjana, Resident Engineer, who commenced the surveys at a point near the crossing of the St. Maurice River by the present main line, and followed the valley of the river up as far as "Grand Mere," which point was reached about the 1st of July last, when the survey was suspended and the party disbanded.

On the first of the present month another party took the field, under the direction of Mr. L. P. Gauvreau, my Principal Assistant, with Mr. E. B. Temple, Assistant Engineer, as chief of party. This party commenced the surveys at the Grand Piles, and will run a line down upon the East side of the St. Maurice River, to its intersection with the main line, at some point near the crossing of the St. Maurice, with a view of using one bridge over that river, for both the main line and branch.

It is not expected, however, that the route of the Piles Branch will be ready for submission to the Board of Directors until quite late in the season.

V. WORK OF CONSTRUCTION.

The inauguration of the commencement of the work of construction upon the North Shore Railway, took place at the intersection of King and St. Ours street, in the City of Quebec, on the 18th of July last, with ceremonies every way suitable to commemorate an event so important, not only to the Company, but to the citizens of Quebec, and to the Dominion at large.

Since that time, the Contractors have constantly increased their forces until now, when there are about 200 men and 12 teams employed upon the work. About eight miles of roadway, extending from the City of Quebec westward, are now nearly ready for the superstructure, besides other portions which are well under way; and nothing but the legal delays incident to obtaining the Right of Way for the Contractors, will prevent the completion of the road-bed as far west as the Jacques Cartier River during the present working season.

If the owners of the lands through which the Railway passes, had manifested a spirit of justice and liberality at all commensurate with the benefits which they are sure to receive from the construction and operation of the Railway, no such legal proceedings would be necessary, and the grading would now have been completed as far, at least, as Paradis Pass.

The work of construction is under the immediate charge of Mr. Samuel L. Keith, as General Manager of the Contract with the Chicago Contracting Company, for the construction and equipment of the entire Main line and Piles branch of the North Shore Railway.

The extensive experience of Mr. Keith in works of this nature, and his long established reputation for integrity and energy of character, afford the strongest guarantee that the entire work will advance steadily to completion within the time specified in the contract

The first division of the work has been placed in the hands of Mr. Jerome B. Hulbert, of this city, the Contractor and present Lessee of the Gosford Railway, whose large experience upon that and many other railways, both in Canada and in the United States, has established for him an enviable reputation for great energy and perseverance in whatever he undertakes.

It is the intention of the Contractors to commence the laying of the track at Quebec, as early next Spring as the iron rails can be received, and to open the road to Three Rivers as early next season as practicable.

The sum expended by the Contractors, in engineering, right of way, graduation, and contingencies, up to the present time, amounts to \$122,095.93.

This expenditure, according to the terms of the contract, entitles the Contracting Company to a *pro-rata* estimate, payable in the debentures of the Railway Company, and the City of Quebec, in the proportion of each as specified in the contract. But as neither class of these debentures has as yet been prepared and executed, in proper form for delivery, the Contractors have not called for an estimate up to the present time, and as I am informed by Mr. Keith, they will probably not do so before the close of the present month.

VI. GENERAL REMARKS

Having, on the 20th of April last, had the honor of submitting to the President, and Board of Directors, a somewhat lengthy "*Report in relation to the past history, present*

condition and future prospects of the North Shore Railway," in which certain *conclusions* were arrived at, with reference to the probable net earnings of the Road—the value of the two million acres of timber lands donated by the Government in aid of the construction of the Road, and the value of the securities of the Railway Company, which are based upon its railway and franchises, together with the lands donated by the Government, it will probably not be expected that these subjects will be discussed at any considerable length in the present report.

Before concluding this communication, however, I desire to say that the facts which are stated in the present report, so far as they relate to its length, alinement, gradients, and other important characteristics, which combine to make the North Shore Railway a most favorable route for the transaction of a heavy passenger and freight business, more than confirm the assumptions upon which the conclusions reached in my previous report, were based.

I also desire to state, that the facts which have come to my knowledge, since writing that report, with reference to the probable net earnings of the road from its local and through business, together with the present and prospective value of the lands donated by the Government, and the consequent undoubted ability of the Railway Company to provide, in the future, from these sources, an amount which will be ample to pay the semi-annual interest upon at least twice the amount of its bonded debt, and to redeem the principal at maturity, are such as to fully justify all the conclusions arrived at in that report.

All which, is

Most respectfully submitted,

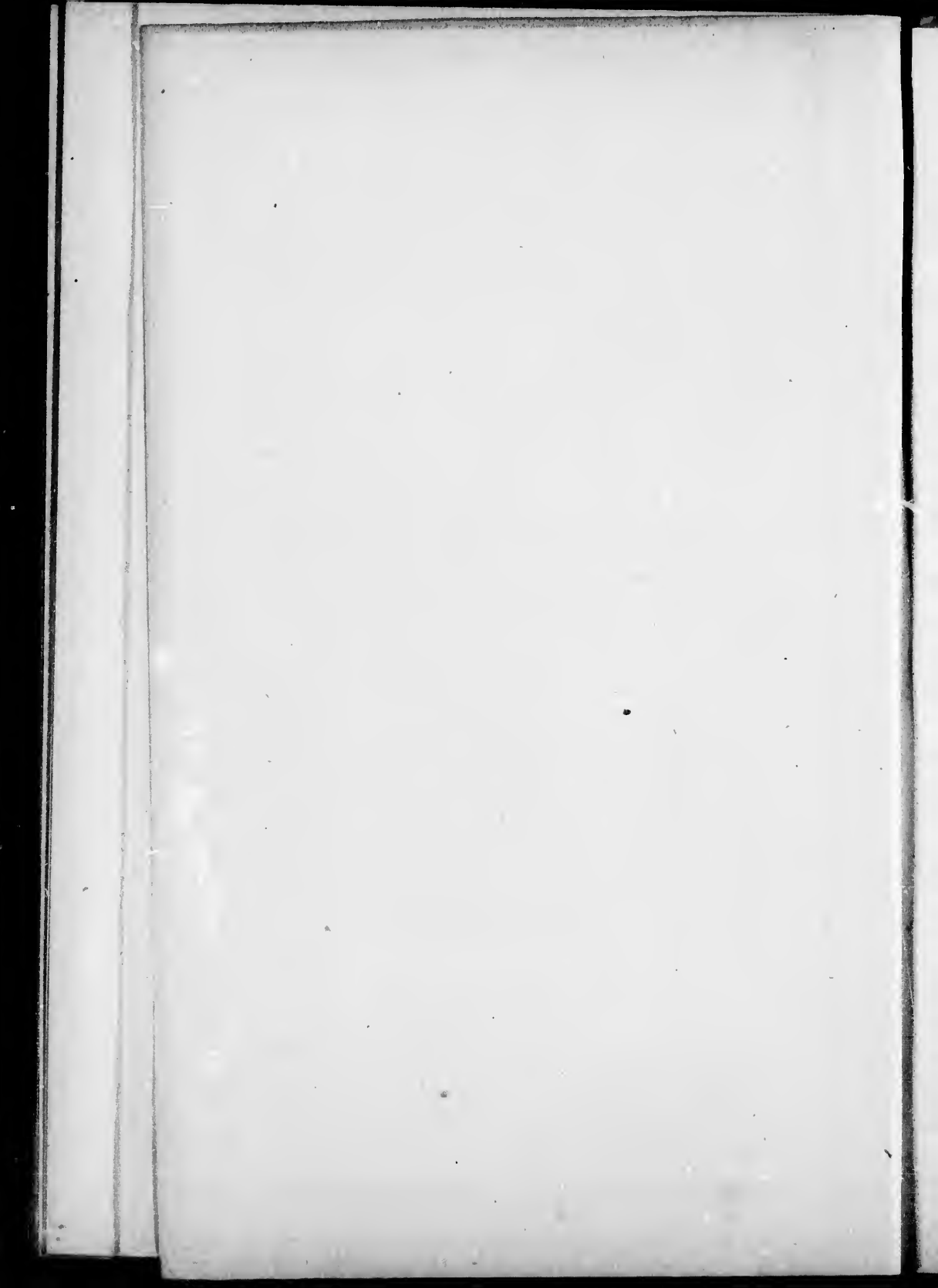
SILAS SEYMOUR.

Engineer-in-Chief.

To the Honorable

JOSEPH CAUCHON,

President of the North Shore Railway Company



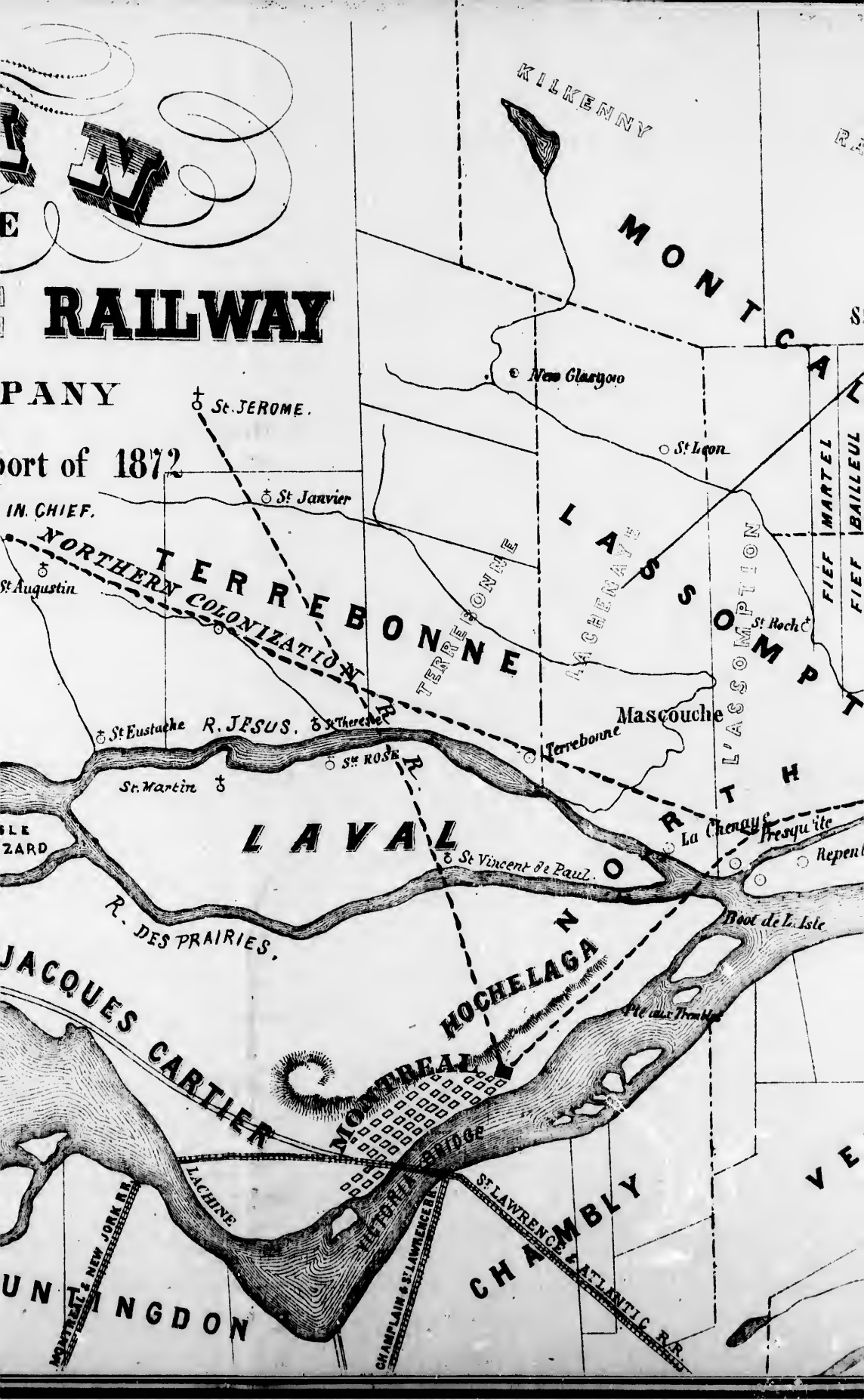
PLAN OF THE NORTH SHORE RAIL

TO ACCOMPANY

the Engineer's Report of 1872

S. SEYMOUR ENGINEER IN CHIEF.





NEW RAILWAY

PANY

Report of 1872

IN CHIEF,

NORTHERN COLONIZATION

St. Augustin

St. JEROME.

St. Janvier

New Glasgow

St. Leon

St. Roch

Mascouche

Terrebonne

St. Eustache

R. JESUS.

St. Rose

St. Martin

LAVAL

HOCHELAGA

MONTREAL

CHAMBLEY

JACQUES CARTIER

UNION DON

MONTREAL & NEW JERSEY R.R.

CHAMPLAIN & ST. LAWRENCE R.R.

ST. LAWRENCE & ATLANTIC R.R.

LACHINE

VICTORIA BRIDGE

Bois de L. Isle

St. Charles

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La Chapelle

Fresquette

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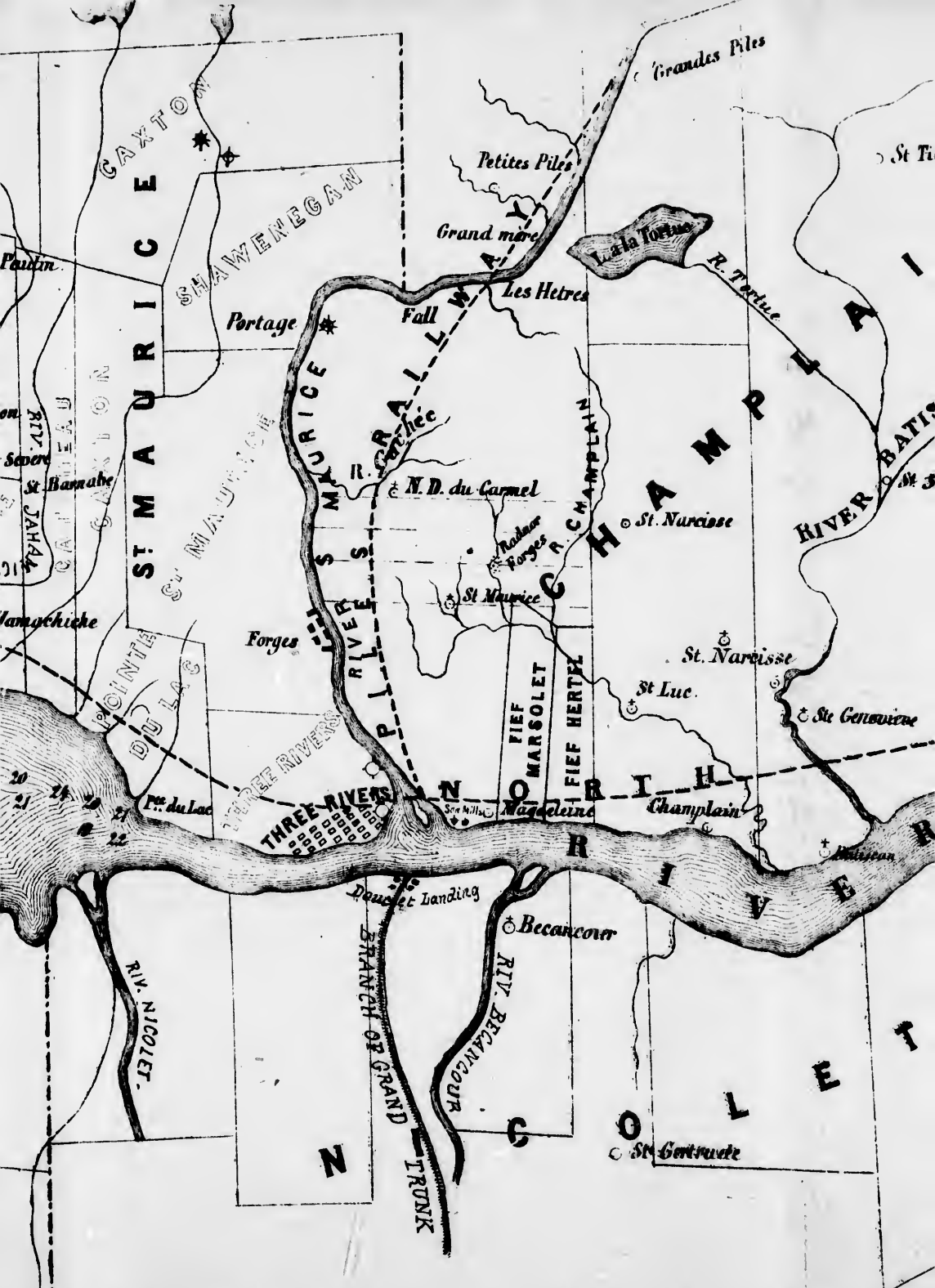
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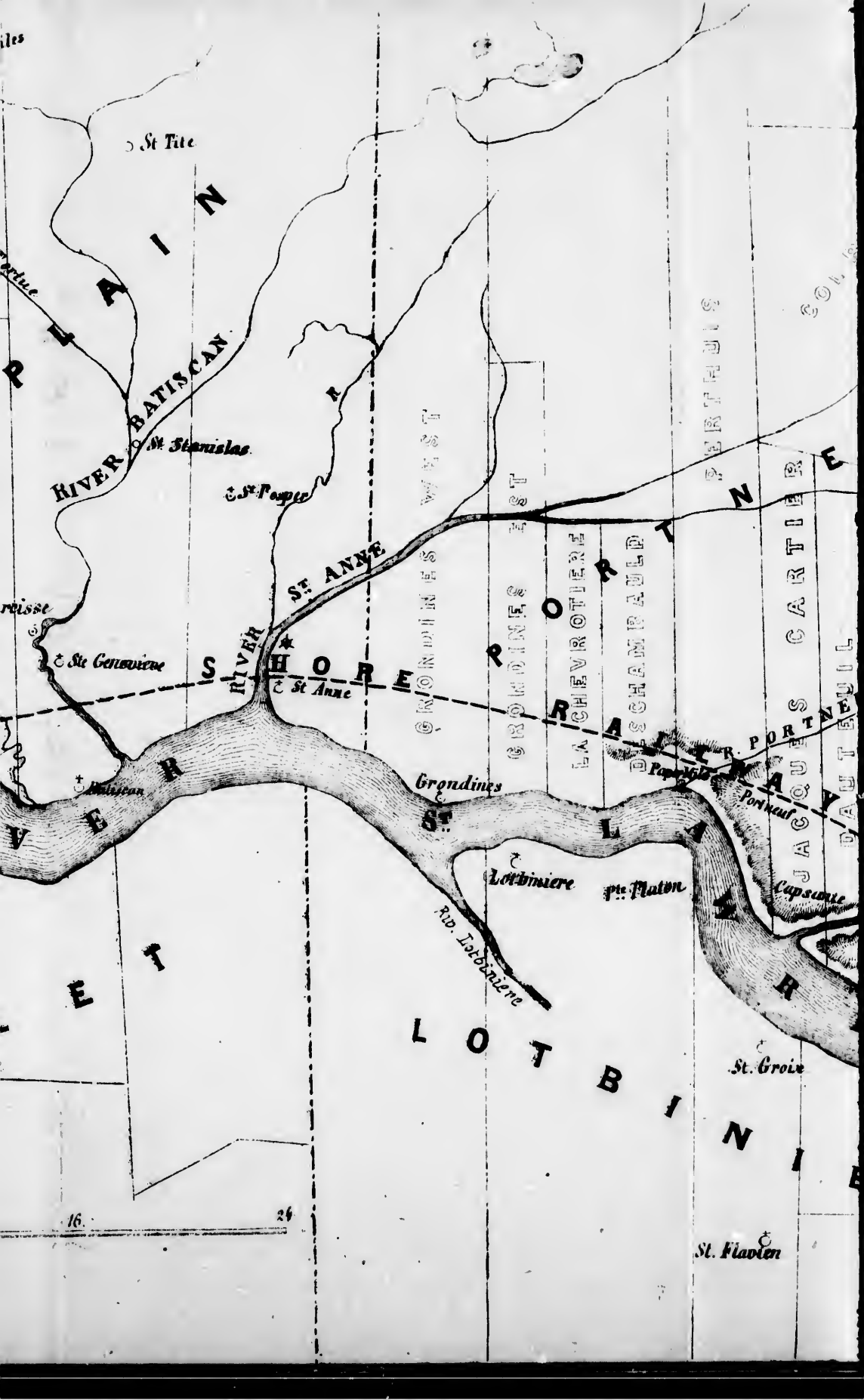
VE







SCALE OF MILES



St Tit

BATISCAN

RIVER BATISCAN

St Stanislas

St. Pape

ST ANNE

RIVER

St Anne

St Genesieve

Batiscan

Grondines

Lotbiniere

St. Flavien

Rd. Lotbiniere

St. Groix

St. Flavien

