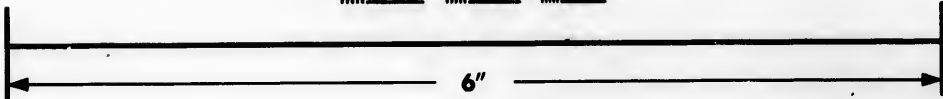
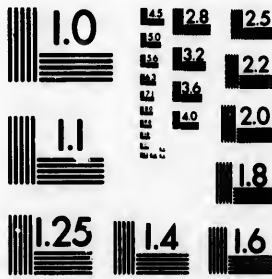


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

**© 1984**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distortion le long de la marge intérieure
- Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- Additional comments:/  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

plaire  
es détails  
iques du  
nt modifier  
xiger une  
de filmage

nd/  
quées

taire

by errata  
ned to

ent  
une pelure,  
façon à



32X

The copy filmed here has been reproduced thanks to the generosity of:

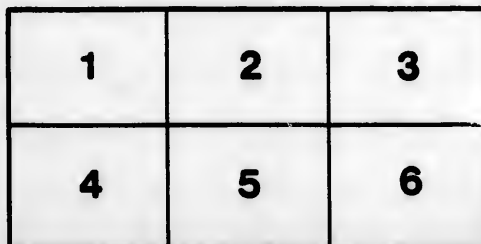
Seminary of Quebec  
Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

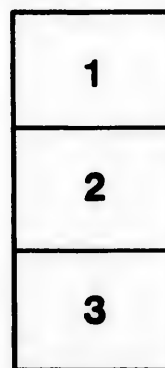
Séminaire de Québec  
Bibliothèque

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

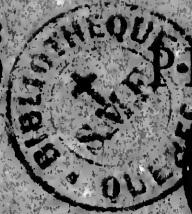
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



Chemins de fer N° 4 1210



PROCEEDINGS  
Bibliothèque,  
Le Séminaire de Québec  
rue de l'Université,  
Québec 4, QUE.

# GENERAL COMMITTEE

OF THE

# NORTH SHORE RAILROAD.



QUEBEC:  
PRINTED BY T. CARY, No. 2, BUADE STREET.

1852.





LAKE ST. LOUIS

LAKE JEAN

ISLAND OF MONTREAL

LAKE ST. LOUIS

W A T E R



East of ...

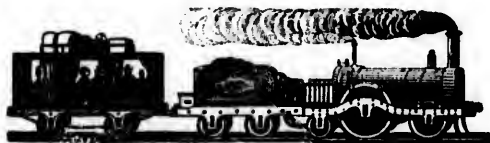
Plan  
of ...  
APRIL 1890.

1890.





PROCEEDINGS  
OF THE  
**GENERAL COMMITTEE**  
OF THE  
**NORTH SHORE RAILROAD.**



QUEBEC:  
PRINTED BY T. CARY, No. 2, BUADE STREET.  

---

1852.

S  
o  
C

i

C

I

s

I

s

s

s

s

s

s

s

s

s

s

s

s

s

# NORTH SHORE RAILROAD.

---

A Meeting of the General Committee of the North Shore Railroad was held in the City Hall, at Quebec, on the 3rd June instant, G. Joly, Esq., being in the Chair.

The President submitted to the Meeting the following documents :—

## REPORT

Of the Provisional Committee of Directors of the NORTH SHORE RAILWAY, to the General Committee.

(TRANSLATION.)

The Provisional Committee of Direction of the North Shore Railway have not ceased, since their formation, to take all measures which have appeared proper to assure the success of the measure, the direction of which has been confided them. They have represented to the Imperial Government, through His Excellency the Governor General, all the advantages which will result to the country and even to Great Britain from the construction of a railroad on the north shore of the river from Quebec to Montreal, and have solicited the Imperial guarantee in favour of this railway, which will be a continuation of the Quebec and Halifax Railroad. The immediate reply could not be decisive ; but it is such as to give room for the belief that the claims of the North Shore of the St. Lawrence will not be overlooked by

the British Government. It is above all to be hoped that the well-understood expression of public opinion, that the north shore route should form part of the main trunk line from Halifax to Hamilton, will have the effect of inducing both the Imperial and Provincial Governments to act in such a way as not to disappoint public expectation, or lose sight of their own interest in the selection of the route in question.

Your Committee will now present you the report of their engineer, Mr. Staveley, who has received their instructions to explore the country between Quebec and Montreal to the north of the St. Lawrence, in order to ascertain what would be the best line for the track of a railway.

The Report is eminently favorable to the execution of the projected enterprise; and, the route being known to a great portion of our population, they can satisfy themselves that the report contains no exaggeration, and nothing contrary to truth.

Accustomed as we are in this country to see our railroads requiring large sums of money to put them in working order, it might happen that doubt would be thrown on the correctness of our engineer's estimate of the probable cost of this railroad. But your Committee are convinced that Mr. Staveley's estimate is quite sufficient, if the funds are managed prudently and without extravagance. Moreover, that railroads may be constructed even in these provinces for a reasonable amount, is convincingly shown by the following copy of a contract between Mr. Shaw, of London, and the Board of Directors of the St. Andrew's and Quebec Railroad, viz:—

“ LONDON, July 18, 1851.

“ I, William Shaw, of Porto Bello, Wakefield, county of York, do hereby propose to execute the whole of the works, and to provide the whole of the materials, for a distance of seventy miles, (viz., from the end of the ten miles, now in progress, to near Woodstock,) according to the report of your engineer, Alexr. Light, Esq. As regards the ballasting of permanent way, viz., 2,000 cubic yards per mile, and correspondent reduction of earthwork for the same, and in all other respects accord-

ing to the plans and specifications exhibited to me ; for the sum of two thousand three hundred pounds, sterling, per mile.

“ As witness my hand, this 18th day of July, 1851.

“ (Signed,) WILLIAM SHAW.

“ Accepted, this 24th day of August, 1851.

“ By order of the Board.

“ (Signed,)

J. W. BYRNE,

“ Secretary.”

After reading the foregoing, it will be easily believed that the projected road will not cost more than the amount laid down by Mr. Staveley in his estimate, and it must be borne in mind that the country from Quebec to Montreal is in general at least as favorable for the purpose as that between St. Andrew's and Woodstock.

And if it was necessary to quote another case in support of our opinion in this matter, we could produce that of the Alton Railway, in Illinois, which is now being constructed and put in working order, for the sum of £4,285 per mile, though the iron materials are to be imported by the St. Lawrence, wages are very high, the population is yet very thin, and the credit of the state far from being equal to ours.

On the other hand, your Committee think it is useless for them to enter into minute details, in order to show that this enterprise will be a paying business, not only for the country at large, but also for the shareholders. Ever since they have been considering this important project, they have been more and more convinced of the truth of the statistical statement, which says that “ each individual, comprehended within the territory, intersected by a railroad, contributes, on an average, about ten shillings annually, to the total revenue derived by the conveyance of merchandise and travellers over such railroad.” Now, the census just taken in this Province, shows that the population of the country through which the projected railroad will pass, is over 260,000 souls. The expenses of working the road will certainly not exceed one-half of the gross receipts ; so that there

must be very large interests and profits, which ought to attract the attention of those who are ever ready to favour public enterprises, and so contribute to the maintainance and amelioration of our credit, without however losing sight of their own private interests.

The time has come for the City of Quebec and all the North Shore to Montreal, and further up, to show that they duly appreciate the advantages to be derived from the proposed railroad. This enterprise is a national one. The railway will go through the heart of the country, bring together its two most important cities, and spread a new spirit of activity amongst the numerous and industrious population of the north shore. It will bring across our territory the immense traffic of the far west, which is naturally ours.

We would not crawl painfully to our frontiers in order to afford to our neighbors the facility, in the shape of a railway, of drawing from us the best of our commerce and of our substance. Our railroad must be altogether among us and for us. And when our commercial affairs will call us to the States, the North Shore Railroad will put us at Montreal in communication with railways, that will convey us to Boston or New York in 12 or 15 hours. Could any one expect or find a more rapid route ?

Your Committee believe, therefore, that they can appeal with confidence to the public on behalf of this enterprise, and demand their cordial support. That appeal will not remain without a proper answer. Any man who has at heart the prosperity of Quebec, the prosperity of the North Shore to Montreal, the prosperity of the country at large, will come forward and take as large an amount of stock as his means will allow. Any man who has landed property in the city of Quebec, or on the north shore of the St. Lawrence, should aid in the success of this enterprise, unless he finds that the additional value to accrue to property from the proposed railroad ought to be overlooked.

No one can plead want of means, when the low rate of shares (\$25) is taken into consideration ; for, where is the citizen that cannot afford to pay that amount in four years, which will be the period of the last instalment ?

The present moment is besides highly favorable for the project, as there is an unexampled abundance of money in the English market, and capitalists are seeking after profitable investments. All that is needed is good security; and what can be better security than a numerous list of subscribers? There has also been made to us a highly advantageous offer: a very respectable firm propose to advance all the iron materials necessary for the railroad, the payment to be made only two years after the completion of the work; the only security they require is a good subscription list! Ought that offer to be despised, or looked at with indifference?

No; everything now depends on the citizens of Quebec, and our countrymen on the North Shore to Montreal. We shall have the Railroad if they will it! Let them only come forward and subscribe liberally, as enlightened men and friends of progress.

The whole, however, respectfully submitted.

(Signed,) G. JOLY,  
President of the Provisional Committee of Direction.

HECTOR L. LANGEVIN,  
Secretary.



REPORT of EDWARD STAVELEY, Esquire, Civil Engineer, upon  
a *reconnaissance* made by him of the Country between  
Quebec and Montreal, on the North Shore of the River St.  
Lawrence.

QUEBEC, 14th May, 1852.

SIR :

Having received your instructions as President of the Provisional Committee of Direction of the proposed North Shore Railroad, to make a *reconnaissance* of the Country for the purpose of ascertaining the most favorable route for a line of Railroad between the Cities of Quebec and Montreal, on the North Shore of the St. Lawrence, I availed myself of an early opportunity of entering upon the duties assigned me, accompanied by Mr. A. Hamel, D. P. S., and have now the honor to submit the following Report :—

Assuming the vicinity of the wharves in the Lower Town of Quebec as a suitable and proper place for a general terminus, I propose to carry the line through the whole extent of St. Joseph Street, St. Roch's, crossing St. Valier Street, and immediately entering the low and level ground South of the Little River Road, thence continue as indicated on the plan accompanying this Report on the line marked A. in the vicinity of Ancienne Lorette, then continuing on the level land of Grand Desert, avail ourselves as soon as possible of the sloping ground forming the base of the Lorette Mountains, and ascend to the summit at Fossambault by a grade which, I am of opinion, will not exceed 28 or 30 feet to the mile.

From this point a favorable country presents itself for the purposes of this undertaking, to preserve a good line to and effect an advantageous crossing of the Jacques-Cartier River, at the site of the Black Bridge, at a span not exceeding 120 feet.

Without, however, digressing from the general routine of this report, I avail myself of the space over which my remarks have so far carried me, to advert to a more southern line to reach the Jacques-Cartier River, marked on the accompanying plan B., by which it is shewn that it will run more immediately under the

highlands of St. Foye, crossing the Cap-Rouge River, above Mr. Scott's Mills, thence continue north of St. Augustin and Pointeaux-Trembles, and reach the proposed crossing of the Jacques Cartier River, at the spot indicated by the former route.

This line, though it exceeds the one first proposed somewhat in length, I am of opinion may be constructed with rather less grade; but the real relative difference between the two lines, in point of expence, can only be ascertained when a regular instrumental survey of each can be made.

Pursuing my route from the point suggested as the crossing of the Jacques-Cartier, I found the features of the country such as to present a good line in a direct course to the River Portneuf where a point of land suitable for crossing at about one quarter of a mile above the mills is met with.

The span of a bridge at this point will not exceed 60 feet, but a cut on the eastern side with a corresponding embankment on the west will be required to preserve the grade of the road.

Continuing on the north side of Deschambault the land descends gradually from Portneuf to the front of Létourneau's house and premises, and the line will then pass contiguous to the stone quarries where materials for the construction of masonry can readily be obtained. Leaving the mills of Sir James Stuart one mile to the south, I propose to make a curve to the northward to avoid a wide and deep valley at La Chevroitière Mills,—the line will then continue on the table land at about a mile from the St. Lawrence and in a favorable direction to Grondines.

At about a mile from Grondines the ground slightly undulates, but not to any extent to incur a heavy expenditure in construction.

At this part of the proposed line, we cross the River "Petit Moulin" with a bridge not exceeding 30 feet, ground favorable and level on both sides.

At 2½ miles from Grondines, the line must diverge a little to the north by a moderate curve to enable us to avail ourselves of a valley behind a range of wood land to obtain a favorable

descent into the valley of Ste. Anne's River, on entering which, the line will pass about 100 feet south of Mr. Bochet's house ; the crossing of the river at this point will not be less than 2000 feet including the islands, but by making a curve to the south and taking a line nearer the present bridge, the length will be considerably reduced. The land to the north of the proposed line is swamp to a considerable extent.

Leaving Ste. Anne's, I proceeded to Batiscan, between which places the country continues favorable for the purposes of this undertaking,—the crossing of the river at the latter place should be made at the distance of about 300 or 400 feet above the present bridge, but the length of it, I find, will not be less than 1200 feet. A cut not exceeding 6 or 8 feet on the west side with a corresponding embankment on the east will be required at this part of the work. Land in this neighbourhood level and free from inundations.

On continuing my observations in the direction of Champlain, I found the necessity of still keeping in the natural valley to avoid a range of rough broken lands to the north, which continues to the valley of the Champlain River where it terminates.

At Champlain the country is still level, and to avoid a swamp at the foot of the broken lands, the line will run within a mile and a half of the village.

From Champlain our course continued to the town of Three Rivers; nothing of importance here presents itself to prevent the construction of a line of Railroad on ground most suitable for the purpose, the valley hitherto so successfully maintained continuing in every respect uniformly eligible.

On arriving at about two miles from Cap de la Madeleine, it will be necessary to make a slight curve to the northward and pass as near a range of broken land as the nature of the ground will admit for the best crossing of the River St. Maurice, which according to the observations I was enable to make, I consider must be in close proximity with the present bridge from the uncertainty of establishing a good foundation for the piers at a point lower down the river.

This bridge and crossing will form an important item in the aggregate cost of the work, for though the width of the valley and river will not exceed half a mile in extent, an embankment of perhaps 12 or 15 feet on the eastern side to meet a proper grade for the construction of the work at the town of Three Rivers will be required.

This point of crossing, though expensive, will not only be the cheapest and most direct by enabling us to avail ourselves of the solid ground of the island, but will allow the line of road to be adapted to the general purposes of the trade of Three Rivers, by the establishment of a depot at the upper end of the town, 4 or 5 arpents north of the Court House, and at the same time form the best point for leaving that place for its continuation westward.

Leaving Three Rivers at the point above designated, and avoiding the *Côteaux* to the north, we pass into a valley where level ground and every facility for a good line lie before us. On arriving, however, at about 2 miles from Pointe du Lac, a point of rising ground presents itself, to overcome which a cut of perhaps 10 or 12 feet at a moderate grade will be required for a short distance, with a corresponding grade on the west side to carry us into the general valley hitherto made available.

On reaching Pointe du Lac, it will be necessary to pass a quarter of a mile north of the Church; then bearing towards Lake St. Peter, to within the distance of a mile, a line may be continued in a direct course to Yamachiche, crossing the rivers at a span not exceeding 50 feet each, and passing between the two villages; continue thence on the south side the settlement of Petite Terre, maintaining a direct line for River du Loup, leaving a prominent pine tree 3 or 4 acres to the north; from that point make a slight curve to the village, and cross the river about 3 acres above the red bridge.

The crossing of the valley at this point will not exceed 150 feet in width with a bridge 90 feet span.

The course of the line at River du Loup will require it to pass on the rear of the mills then direct to Maskinongé, leaving the main road considerably to the north. On arriving at Maskinongé

it is proposed that the line cross the river about 4 arpents below Mr. Dunn's Mills, where a favorable site for a bridge may be obtained, the entire valley being not more than 2 arpents in width, and the river not exceeding 90 feet.

The country north of Maskinongé is rolling and broken, and unfit for a Railroad at moderate cost.

From Maskinongé the line will make a slight curve to the new village of St. Barthélemi, leaving the church half a mile to the north, and in its course will cross the rivers "Des Aulnes" and "Du Bois Blanc" at a span of about 50 feet each, from thence continue on level ground in a direct course to the river "Chicot", at St. Cuthbert, near the premises of Mr. Barril, where it may be crossed by a bridge of small span,—thence proceed by Desrosiers' and Mousseau's lots, to the River "Bayonne," where a valley and river 100 feet wide must be crossed; from this point by a moderate curve the line will continue on ground perfectly level and free from inundations to the rear of the large village of Berthier, at about 12 arpents from the river.

Leaving Berthier, I proceeded on the same uniformly level line of country in the direction of the village of Lanoraye, crossing the Chaloupe river, 1½ mile from the former place, where a bridge about 80 feet in span will require to be constructed, the land on each side level and favorable. At about 4½ miles from Berthier we pass the mansion of Mr. Cuthbert, on the rear of which the line will run at about half a mile distant,—and crossing the small river "St. Joseph," at a span of about 40 feet, we continue on favorable ground to Lanoraye, and cross the Industry and Rawdon Railroad, at about half a mile to the north.

It may not be amiss here to state, that from information I obtained of the Agent of the Industry Railroad, I found that upwards of 200 persons travelled daily on this short line of road during the business season of last year, and from 80 to 100 cars of merchandize passed over it in the course of each week—this circumstance evinces the necessity of internal improvements of this nature in this Province, as a means of developing the resources with which it abounds.

On the north of Lanoraye a swamp extends for some distance, the line, therefore, is proposed to run between it and the main road.

Continuing our course from Lanoraye we proceed in the direction of LaValtrie, at which point it is necessary to diverge to the north-west to obtain favorable ground and a direct line to the important village of L'Assomption, where there is every probability of a considerable amount of traffic being available for the benefit of this road.

In addition to the value likely to accrue from the business of L'Assomption itself, it may not be unnecessary that I should here point out the great interest manifested towards the welfare of this railroad by the people of the surrounding villages and settlements, who being literally out of the reach of any communication with Montreal, except by circuitous routes and bad roads, will, if an equivalent in point of accommodation be afforded them, embark in the undertaking to a liberal extent.

In our course to the village of L'Assomption, it will be necessary to cross the river at the point shewn on the map, by a bridge at a span of about 300 feet; and although an embankment will be required on the western side to preserve the line of grade from the opposite side of the river, it will not be so heavy as to incur much extra expense in the construction of the road.

Passing then from the bridge alluded to, I propose to continue the line through one of the streets of the village, which will enable us to maintain a direct course along the valley of the river, to the confluence of the river "St. Jean or Jesus," and the river "Des Prairies" at Bout de L'Isle, at which place the most favorable crossing of that extent of water can be effected by a bridge and embankments, not exceeding a mile in length; and by constructing a bridge at this point, we avoid the immense quantity of ice which unavoidably flows down the river L'Assomption in the spring of the year.

Arriving then on the firm land of the Island of Montreal, nothing occurs worthy of notice to prevent the construction of a

line of Railroad on favorable ground to the City of Montreal. In the course of the line we shall be enabled to pass over favorably elevated ground at about a quarter of a mile north of the Turnpike-road, until it reaches the vicinity of Pointe-aux-Trembles, where it will bear rather to the north-west, leaving some thin woods to the right hand, thence pursuing the same direction over a slightly undulating country, we arrive at a valley, whose sloping sides will enable us to continue at a moderate grade to such part of the city as may be hereafter selected, the cheapest and most practicable direction being, in my opinion, through Craig street, to form a junction with the Lachine Railroad.

Having now reached the point to which my instructions for a *reconnaissance* of the North Shore Railroad were directed, it only remains for me to express my unqualified opinion of the general practicability of the whole line, there being no obstacles or impediments to prevent the construction of the work on unusually favorable terms.

The most material items of expense are the bridges, but when the moderate cost of the general construction of the road, passing as it must through an almost unbroken and level country is taken into consideration, these expensive items will to a very considerable extent be counterbalanced, and the aggregate expenditure reduced to as low a rate per mile as that for which any other work of a similar nature in this Province can be constructed.

In making this statement I may observe that the level nature of the country over which the line will pass for more than 100 miles of its entire length, the road may be constructed by an embankment not exceeding 4 feet in height, sufficient to prevent any accumulation of snow on the track during the winter season, and that the excavation occasionally alluded to will be so inconsiderable as not to incur an amount of heavy work consequent in undertakings of this nature generally.

I am, therefore, of opinion, that the whole cost of the Road, including Bridges, Buildings, Termini and Stations, Land,

Fences, and Machinery to put the whole in working order, will not exceed the sum of £500,000 currency, including contingencies, amounting to the sum of £3185 per mile, on a length of 157 miles, as ascertained from the best maps of recent publication.

In compliance with your instructions, after having completed my *reconnaissance* of the main line to connect the Cities of Quebec and Montreal, I proceeded to Ste. Therèse with a view of examining the valley north of the River "St. Jean" or "Jesus" in an easterly direction, to connect with the main line in the valley of the River "L'Assomption," in which route I discovered no impediments to prevent the construction of a line of road on terms as favorable in every respect as those on which the main line are based, and I have pleasure in being able to state, that a feeling favorable to the general interest of the undertaking exists amongst all the influential parties with whom I had an opportunity of conversing on the subject.

The foregoing report of the projected line, and the approximate estimate of the construction of the work being based merely on a *reconnaissance* of the country, nothing can be particularly defined until a complete and effective survey of the whole can be made, and for the interest of the undertaking in many points of view, I am of opinion, no time should be lost in commencing it.

In conclusion, I have much pleasure in expressing my appreciation of the services rendered me by my assistant, Mr. A. Hamel, and for the zeal he manifested in obtaining for me a considerable amount of valuable information.

I have the honour to be,

Sir,

Your most obedient and humble servant,

(Signed,)

EDWARD STAVELEY,  
Civil Engineer.

G. JOLY, Esquire,  
President of the Committee of the  
North Shore Railroad.



Letter addressed by Honble. Colonel Bruce, Governor  
General's Secretary, to G. Joly, Esq., President of  
the Provisional Committee of the North Shore  
Railroad.

GOV. SECRETARY'S OFFICE,  
Quebec, 15th May, 1852.

SIR,

I am directed to inform you that the Governor  
General has received a Despatch from Her Majesty's Secretary  
of State for the Colonies, acknowledging the receipt of your  
letter advocating the adoption of the North Shore of the St.  
Lawrence for the Main Trunk Line of Railway. Sir John  
Pakington requests His Excellency to acquaint you that the  
representations, which you submitted to him, will not fail to  
receive careful consideration at the proper time.

I have the honour to be,

Sir,

Your most obedient humble servant,

(Signed,)

R. BRUCE,  
Secretary.

G. JOLY, Esq.,  
&c., &c., &c.

## CENSUS.

OFFICE OF REGISTRATION,  
Quebec, 1st June, 1852.

Sir,

I have the honour of sending you the information mentioned in your letter of the 28th May last.

I have the honour to be,

Sir,

Your obedient servant,

(Signed,) W. C. CROFTON.

H. L. LANGEVIN, Esq.,  
Quebec.

---

Census—1852.

City of Quebec.....	42,052
County of Quebec.....	19,074
County of Portneuf.....	19,366
County of Champlain.....	13,806
County of St. Maurice.....	21,966
Town of Three Rivers.....	3,965*
County of Berthier.....	34,508
County of Leinster.....	30,507
County of Terrebonne.....	13,007**
County of Montreal.....	19,646
City of Montreal.....	57,000

(Signed) W. C. CROFTON.

\* In 1844, the population of Three Rivers amounted to 4,297 souls.

\*\* That statement of the population of the County of Terrebonne, must be only for a part of the County; for, in 1844, the population of Terrebonne was 20,646 souls.

The following Resolutions were then proposed and adopted :—

1.—That the Report of the Provisional Committee of Direction of the North Shore Railroad, together with Mr. Staveley's Report, and also the Report upon the powers of the Corporation of the City of Quebec, be received and approved of.

2.—That this meeting, convinced as they are, of the practicability of constructing a Railroad on the North Shore of the St. Lawrence, from Quebec to Montreal, for a moderate and reasonable sum, believe that the publicity of the Reports just read, and which contain valuable information and judicious observations, will have the effect of producing a favourable impression on public opinion, which seems to be in favour of the projected work.

3.—That the Reports and accompanying Documents, submitted to and approved of by this meeting, be published in the newspapers, and that one thousand French and five hundred English copies be struck off in pamphlet form, for distribution, as the Committee of Direction may think proper.

4.—That subscription lists be opened as soon as possible, to meet the provisions of the law in relation to the Incorporation of Railroad Companies.

5.—That the Provisional Committee of Direction be instructed to petition the Provincial Parliament, at their next session, that the North side of the River St. Lawrence be selected as the continuation of the route of the Main Trunk Line of Railroad from Halifax to Quebec, and that the said Committee be likewise empowered to adopt all other measures necessary to secure the said continuation of the said Main Trunk Line upon the North Shore as aforesaid.

Certified,

HECTOR L. LANGEVIN,  
Secretary.

