

ACE 50
Montreal, Friday July 14, 1871.
P.S. We leave by the "Georgia" this aft.
for A. S. I. at 4 P.M. It has been raining
but now has stopped, & is likely to clear
up. The "Georgia" has a very curious engine
but I will tell you of it when I ~~can~~
~~be~~ have seen ~~them~~ it working. If you want
any P.S.I. Postage stamps you might let me
know. I will get all I can. I'm much obliged


Dear George,
for the French stamps you sent.

Papa and I are now in
Montreal, but I must first tell
you of what we did before we
left Cacouna.

One day we went to ~~see~~ the
brook with fossil shells in ~~it~~ it,
& Rankine there found a ^{species of} Trochus
which had never been found there
before. I found a couple of good
Sclerites of ^{different} ~~two~~ species.

On Saturday last we all went
for a drive to Trois Pistoles to
see a clay cutting there, on the
line of the new railway. There
was not much to be seen on
the way but when we got there
we found saw the piers of a the
bridge across the Trois Pistoles
river. They were built ~~mostly~~ of
Red Sandstone intermixed with
a few blocks of granite, gneiss & limestone.

The end piers are considerably higher
& stouter than the four centre ones,
& judging from their difference in
height, I think that the bridge
is going to be an iron one, ~~the~~ the
upper part of which will be on a
level with top of the end piers
& the lower part rest on the
top of the others. At each end
of the bridge there is a cutting
through the clay, which is exceedingly
tough & contains some broken
Ledaos. The contractors for the
cuttings will have a harder
job than they expected, for the
clay taken out of the cutting is
run out into two enormous
embankments, & notwithstanding
the toughness of the clay they keep
slipping down in great "landslips".
At one part of one of the cuttings
a large part of the side has
slipped, & covered the track to
the depth of two or three feet, &
the frost in winter will probably
cause more damage. The railway
from R. de Loup first crosses the
R. de Loup river opposite the station
& then runs along the side of the
terrace which we see from Cacoma,

for some distance, & then "makes tracks" for the shore, which it reaches a few miles above Trois Pistoles it then will run, I believe, along the shore as far as ~~to~~ Bic when it turns inland & crosses the Rivestigouche at the head of the Baie de Chaleurs, & so on to Shediac. No rails are laid yet, so far as I know; but they tell me that the road will be opened as far as Trois Pistoles in October. There are several piles of rail at R. de S. station, all of ~~30~~ feet steel, rails 30 feet long, & riveting together at the ends. They are solid & in section appear thus: -  PPS. *to make to work other things to attend to*

We left Cacouna on Wednesday last at 9 A.M. Nothing particular occurred except that on one part of the way after leaving Quebec we made one mile in 1 m. 29 sec. or at the rate of 40 miles an hour. This speed we kept up for about 15 minutes. At that place there is about 20 or 30 miles of the steel rail. We arrived here at about half past eight, & on going home found tea &c provided by Mrs. Hamilton who has since provided us with our meals.

Yesterday I was down town, &

I went to see the new drawbridge
across the canal at Wellington St.
It is a large bridge with a rail-
way track across the middle &
a cart track at each side. It
has a steamengine to open &
shut it. The chain which opens it
is wound on two large iron
cylinders with a third cylinder
between them which the engine
turns. Then by means of a handle
the middle cylinder is applied
to either of the side ones & turns
them simply by friction. By this
contrivance the engine does not
need to back. The drawbridge is
supported in the middle not by
a pivot as in smaller ones but by
a circle of small iron wheels which
roll between the bridge & the ground.

The track which comes crosses
~~this~~ this bridge comes from point St.
Charles & ^{then} goes past several warehouses
till it reaches the end of the revetment
wall on Commissioners St. It then
goes down a steep slope (for a railway)
a slope of 1 in 15 till it reaches the
level of the warves. It then runs along
the warves as near the back as possible;
& rails are still being laid & now extend
as far as the Insurance building. I suppose
they it will go right to Bonsecours market
or further. Hoping that you are sufficiently interested
in railway operations to read this I remain your
affectionate brother William.