

via Cherry Valley and Milford, we have an additional length of 19 miles, making a total distance from the G. T. R. to the extremity of Long Point of 48.75 miles by the central, or 56.62 miles by the coast line.

Such is a statement of distances, or lengths of the various routes.

The country passed over from Long Point to Picton, is generally of a level character, with a light sandy soil, and nearly all under cultivation. In so far as could be discovered, no rock work will be encountered on this division. From Picton to the Carrying Place, following the coast line, the country also continues very level, and the soil either loam or clay. Many of the farms are under a high state of cultivation, and but few portions of Ontario will excel or even equal this highly favored district.

On the central line we will probably find less curvature, but heavier gradients, than on that by the coast. This question of curvature and gradients can only be satisfactorily discussed after a thorough instrumental survey. It frequently happens that of two rival routes, the one possessing the easiest grades is actually shorter, when they are equated, than the other with steeper and longer grades, which measures actually less on the ground between the same two objective points. This being the case, it may happen, and probably will, that the difference of 1.87 miles in length of lines will be materially lessened, if not equalized when the gradients of each are equated, or in other words when they are reduced to an equivalent extent of level grade, for a train to pass over in the same time and with a like expenditure of power.

From the general similarity of the country, the earth work and cost of construction per mile will be about the same on both lines.

The following may be regarded as an approximate estimate for one mile—

Earth work 10,000 cubic yards at 30 cents	\$ 3,000
Land purchase, 8 acres at \$50	400