

A P P E N D I X .

DESCRIPTION OF THE LINE.

FROM Kingston to Napanee the line traverses a limestone formation separated by streams (having a flow uniformly to the southwest) into a series of broad flat-topped ridges. Nearly the whole formation is solid limestone, with a light covering of earth lying upon it; in many places the rock is exposed. These streams have not a great volume,—but from the width of their valleys and the rocky character of their upper banks the crossings at three points, Cataraqi, Powley's Creek, and Napanee, must be elevated, and will be expensive. The intermediate portions of the line (between the streams) present the smooth surface characteristic of limestone formations and afford favorable grades. The scarcity of soil will call for a free use of timber upon this portion of the line until the aid of the engine and gravel train can be obtained to form the permanent roadbed.

The limestone ridge which divides the "Great" and "Little" Cataraqi rivers stretches from the toll gate to the "40 ft." road at an elevation of about one hundred feet above the harbor. It will therefore be necessary (in coming into Kingston) to run northward of the Bath road, until the macadamized road is crossed,—and sweep round toward the French Village to reach the terminus at the stone culvert on the Government lot. From this point the line can be extended down to the harbor, upon the Government lot, which offers the best facilities for such a purpose.

From the Little Cataraqi the line, in order to avoid the rocky table land which stretches on the right bank of the Cataraqi from Waterloo to "Collins Bay,"—keeps near the Bath road until it passes this bay, then bears up to cross McGuin's