

make *that* piece of road. It will be urged, perhaps, that though the Central has undoubtedly to make the ascent of the mountain through hard rock, it will not have such a sink as the Copetown swamp to encounter. Won't it? indeed! I say to the Central route people, if they find that they can go through Amaranth, Luther, Melancthon, Proton, or that neighborhood, without getting into a swamp far bigger and deeper than the Beverley swamp, they had better write at an early day and let us all know. Perhaps, again, they will pretend to show, by levels taken, that the ascent by Mono Mills and Orangeville is not so very steep after all. I answer, that if the actual face of the steep,—the mountain wall—appears any less where they come square up against it, it will be because they have already made *so much* of the ascent through the rough and difficult country in the township of Albion, and thereabouts. The ascent has to be made somewhere, you may depend upon it. Positively that difficulty cannot be evaded. A little topographical explanation, relative to the country lying between Toronto and the Mountain ridge line, may be useful here. Back of Toronto, the proposed Central Railway, like the Northern Railway, already constructed, has to ascend the great Oak Ridge, as it is called, which, butting endwise against the Niagara Mountain wall in the northern part of the township of Albion, takes its course thence at nearly a right angle to the Mountain line, and extends eastward to Darlington. This ridge is about seven hundred feet above the level of Lake Ontario; something of a steep to get up, you will say. Now I do not say that the Central will have to *cross* this ridge, as the Northern Railway does, but I do say, that whatever may be taken off the height of the Mountain face, where it is reached in Mono, will have been already ascended through a most difficult country, in Albion, Caledon, and Mono together,