

The elevation of our point of crossing the summit would be about the same as that crossed by the Whitby and Port Perry Road, which is five hundred and fifty feet above the level of Lake Ontario. The Southern slope, or Ontario face of the water-shed, consists in a series of level plateaux or terraces, varying in width, and descending in steps of comparative regularity, to the level of the Lake, while the crest of the dividing ridge is of a very broken and uneven character. The formation of the Southern face enables us to drop down very gradually from our extreme elevation on the ridge.

After crossing the dividing ridge we pass through the North-West corner of the Township of Darlington, and enter Whitby about the centre of the 9th Concession, passing through the Village of Raglan into the 8th Concession, and a little South of the Village of Ashburn continue in the same Concession to the Western boundary of Whitby; entering Pickering in the same Concession, we gradually bear South into the Valley of the West branch of Duffin's Creek, crossing below the forks in Lot 12 in the 7th Concession. The direction of the Creek favoring us, we bear to the South across the 6th Concession, rising the Western bank East of the Village of Brougham, and turning to the West pass South of the Village in the 5th Concession of Pickering. From this point, to the crossing of the West branch of Duffin's Creek, at Whitevale or Major, in Lot No. 32, in the 5th Concession, the land is of a slightly rolling character, and no difficulties are met with. Crossing the Creek a little North of the Saw Mill, at a fair point for our purpose, we pass over an even stretch of ground to the Western boundary of Pickering.

Passing into the Southern portion of the Township of Markham, we cross a small stream and gully in the 10th Concession. Between this point and the crossing of the River Rouge, in the 8th Concession, the land is very level, and apart from the unavoidable work incurred in crossing the heavy gullies at the different streams, the work will be light.

These streams, crossing as they do our Line, at nearly right angles, there is no recourse but to cross them, and the only thing is to secure the most favorable point for that purpose.