

and parallel to the creek, we are enabled to pass through the remainder of Bathurst, and entirely through South Sherbrooke, in an almost perfectly straight line. This valley, for the sake of reference, we have called Moore's Valley, and by following which we have a very level and easy route to the western boundary of South Sherbrooke. This point brings us to the western boundary of the united Counties of Lanark and Renfrew, the ground passed over may be considered a fair average country for Railway purposes. The cuttings, where incurred, are mostly of earth, if not entirely so; at least, the per-centage of rock will be small, which, considering the nature of the western portion of Bathurst and all of Sherbrooke, is particularly fortunate. In entering the Township of Oso, we encounter a very difficult country, and which at first sight seems almost impracticable for Railway purposes; but that which at first appears a chaotic mass of rocky hills and ridges, or as they are more commonly called, hogs' backs, are found, on a closer examination, to assume a surprising regularity in their direction, and valleys are found extending for long distances in our line of route. To this fortunate geographical feature we are indebted not only to a practicable but most favorable line through one of the most difficult townships encountered.

I examined two routes through the Township of Oso, one following the valley of Bolton's Creek to the north, through Lot No. 23, to the head waters of the main branch in Mud Lake, and by keeping the south shore of the lake, pass through a beaver meadow, crossing the Frontenac road at Souls', or Lot No. 20, in the 6th Concession of Olden. This may be considered as a governing point on our line of route, as from my own examination and all the information I could obtain, it seems the only point practicable for our purpose for many miles, either north or south, and all the lines examined converge to this point.

The more southern line, instead of entering the valley of the creek, will bear more to the southward, from Lot No. 22 in the 7th concession to Lot No. 20 in the 3rd. From this point westward we continue in the same lot, passing south of