

rugged aspect. High mountains and swelling hills, deep vallies, lakes, and ponds, with rivers and brooks running in every direction, as they wind their courses to their outlets, form the entire face of the country, presenting at first sight an impassable barrier against the construction of even the common highway, and much more so to that of a railroad track. The whole country north of Andover, on the Magalloway route to the boundary, is yet a wilderness, and no settlements are found after passing the boundary line, within thirty miles of it, on the Canada side. On the Western route, on the contrary, by the Dixville Notch, scattered settlements, and a travelled road near the route, are to be found for most of the distance to Colebrook, and onward to the Canada line, and inhabitants are constantly settling in that region, and opening and improving the country.

You will at once perceive, from the foregoing statement, that the short space of time, which the season has permitted me to devote to this reconnoissance, and the many difficulties I have had to encounter from the inclemency of the weather, must necessarily have prevented me from making such a thorough examination, as could be entirely satisfactory to myself, yet I have spared no efforts to accomplish all that circumstances would admit.

One route, of which I thought very favorably, leaves Portland in the direction of North Yarmouth, crosses the outlet of Back Cove, near Tukey's Bridge, on a pile bridge about half a mile long; thence passes over a neck of land, forming Martin's Point, to the outlet of Presumpscot River, where a pile bridge will be required, extending half a mile in length; it then passes over favorable ground