

sion of Drummond in Lot 7, and passing through the remainder of the Township in that Concession, cross the head waters of Mud Creek through an almost level swamp of cedar, ash and tamarac, and leave the Township of Drummond in the rear of the 3rd Concession. Entering Beckwith at a corresponding point in the same Concession, we cross the line of the Brockville and Ottawa Railway, a little North of the Franktown Station, and passing North of the Village, enter the 4th Concession near the Line between Lots 11 and 12. Continuing in this Concession, pass North of the Village of Prospect, leaving the Township of Beckwith near the centre of the 4th Concession, and entering the County of Carleton, and Township of Goulbourn in the front of the 4th Concession Line. By a reference to the Map, the Line above described will be found an almost perfectly straight line between the Village of Richmond and the Town of Perth, a distance of nearly 30 miles.

As to the character of the Line, it is as nearly level as it is possible for a route to be. The streams crossed are comparatively insignificant, and a more favorable country for a Line of Railway it would be difficult to find.

In point of damages, although a large portion of the country traversed is under a high state of cultivation, the natural depressions followed are generally wooded, and the land can be easily obtained; and in many portions, even where well cultivated, I have been assured many free grants will be given.

From Richmond to Ottawa, no engineering difficulties exist—the only trouble encountered is the entrance to the City of Ottawa. To decide the best point for this purpose a more thorough examination will be required, and I would state that by making a common point at Lot No. 32, in the 1st Concession of Nepean there will be no trouble in connecting with the Line Westward. The Line as traced by me, crosses the Line between the Ottawa and Rideau Fronts, in Lot No. 27, and following the Valley of a small Creek comes out on the Line of the Canada Central, about a mile West of the City.

In case an independent Line is determined upon, none more favorable can be found than the one described. The difference in distance to the common point of junction in the