

roundabout sweep, going nearly three miles for every two of direct distance reached, while after all it would accommodate but a very limited portion of the district now in want of railway accommodation. Both of these lines, again, have against them in common what is a very weighty objection indeed, viz., that they will place you in connection with Toronto only, while the North-western, as already mentioned, connects you with both Toronto and Hamilton: thus giving you the choice of two competing railway routes for a great portion of the distance, and what is perhaps of more importance still, the choice of two markets, both to buy and to sell in.

First, then, I am to show that the Central Line would be enormously expensive; so expensive, in fact, that, though it may be ever so much talked of, you may be sure it will never be built in our time. I must here ask your attention to a certain great fact in connection with the engineering or scientific aspect of the question. But do not be alarmed, as if I were about to trouble you with details which only professional men can understand. It is something which you will all understand at once when brought before you. Most probably many of you have thought of it before, but it may be advantageous should you think it over yet further, until you fully realize its importance. Sir William Logan, in his *Geology of Canada*, has described for us what he calls the Niagara Falls escarpment, or Middle Silurian ridge, which in Canada extends from the Falls to the long point of land that juts out from the north of the County of Bruce, terminating in Cabot's Head and Cape Hurd, and separating the Georgian Bay from Lake Huron. This ridge—or wall, rather—sweeps around from Queenston along the south shore of Lake Ontario to Hamilton, thence around Burlington Bay through Ancaster and Flamboro', thence again through Nelson, Esquesing, Caledon, Melancthon, &c., to the long point of land