You will also find enclosed Maps of the different Townships crossed by the proposed Line, with the probable route marked on them—from information obtained from the residents of the different Townships, the names of whom are appended to the Plans,—and would recommend your communicating freely with these or other parties likely to afford you any assistance or information along your Line of route.

As I am in possession of a large amount of information relative to the proposed route, and an acquaintance with persons residing on the Line, it is my intention to accompany you, and aid as far as possible in the intended selection of the Line.

Upon the completion of your examination, you will return to Ottawa, and make out your Report, accompanied by a Map of a sufficient scale to show accurately the position of the line as examined through the different Townships.

For the present purpose, your examination need only commence at Carleton Place—the line of the Canada Central Railway, already constructed, being assumed to that point.

I remain,

Your obedt. Servant,

(Signed),   H. J. HUBERTUS,

Prov. Director.

In accordance with the foregoing instructions, and in company with MR. HUBERTUS, I commenced an examination from Carleton Place Westward on the 25th of March.

Continuing the Line of the Canada Central Railway, and crossing the Brockville and Ottawa Railway south of the present Station, we strike the Mississippi River at a point favorable for crossing about half a mile west or above Caldwell's steam mill. The river at this point is about 150 feet in width, with a rocky bed and about 3 feet of water. Bearing northerly into the Township of Ramsay, we come to the point of a rocky hill in Lot No. 2 in the 5th Concession, and north of the Mississippi Lake, from which point to the western boundary of the township we have a very favorable line through an open country. Entering the Township of Lanark in Lot No. 1, in the 12th Concession, on the western boundary of this lot, we encounter rising ground, which will require