

REPORT

ON THE

PETERBORO' & PORT HOPE RAILWAY.

To the President and Board of Directors of the
PETERBORO AND PORT HOPE RAILWAY.

GENTLEMEN:

In compliance with the order of the Committee of management, dated the 19th day of May last, no time was lost in proceeding to the ground, the first step, was a *thorough examination* of the face of the country between Port Hope and Peterborough, in nearly a direct course, the distance as measured on the best Maps of the Districts of Newcastle and Colborne, from the Harbour of Port Hope, to the centre of the Town Plot of Peterborough, appears to be 30 miles, and the heights between those extreme points, according to Levels of the Trent and Otonabee Rivers, by previous Government Surveys, about 430 feet.

It would thus appear, that an ascending grade or rise of $13\frac{1}{2}$ feet per mile, would be adequate to overcome the elevation, having 30 miles for a base line.

But on a more minute investigation of the Country, it was found that a summit ridge intervened on the South of Rice Lake, only $9\frac{1}{2}$ miles north of the Harbour of Port Hope. The height of the lowest part of this summit was ascertained by leveling, to be 445 feet above Lake Ontario, therefore, to subdivide 445 feet into $9\frac{1}{2}$ miles, a continued rise of 47 feet per mile would be required, but even this uniform grade cannot be obtained because nearly the height of the summit ridge must be surmounted on the first six miles north from Lake Ontario, this secondary summit is situated at the old Beaver Dam, at the Widow's Inn, where a succession of descending and ascending grades, are required to overcome the main ridge, which would present inadmissible grades and great expense to overcome the intervening ridges.