

with the Grand Trunk Railway, from the neighbourhood of Weston or Brampton, to Owen Sound, to comprise—

- 1st. The Engineering difficulties.
- 2nd. The probable length.
- 3rd. The cost per mile on the average.
- 4th. The advantage, if any, to the City of Toronto in a commercial view, over the proposed North West Railway, from Guelph to Saugeen, with a branch to Owen Sound.

THE ENGINEERING DIFFICULTIES.

My knowledge of the proposed Central Railway route, to connect Owen Sound with Toronto, is derived from the explorations which were made in 1855, along the valley of the Humber, from the Town of Weston in a north-westerly direction, with a view to the construction of a Ship Canal, to unite the waters of Lakes Huron and Ontario, at Toronto. These explorations extended along the valley of the Humber beyond the summit of the "Ridges" in King and Albion, and from personal observation, as well as instrumental examination, I am quite prepared to state, without fear of contradiction, that a Railway can be constructed with easier grades, and at a less cost per mile than either the Ontario, Simcoe and Huron Railway, or the Grand Trunk Railway to Guelph. My present opinion is, that the proposed Line should commence at a point west of the Humber, between Weston and Brampton, thereby taking advantage of the present Railway Bridge at Weston, the route would be in almost a direct line on the west side of the Humber to Boulton Village, and Mono Mills in Albion, then making a slight detour to the west, towards Orangeville, to avoid the spur of the Blue Mountains, would continue in almost a straight direction to Owen Sound.

Whether an extended instrumental examination west or even east of the starting point, between Weston and Brampton, would indicate a more favourable line, I am not prepared to state, and am unwilling to determine that this point should be chosen until such