

of location; but as it is your desire that I should enter, as fully as the information at my command enables me, into the character of the country proposed to be served by the contemplated work, I beg to submit the following results of recent enquiries, and a tour through the townships of the extensive district in question to your consideration.

GEOGRAPHICAL POSITION AND EXTENT OF COUNTRY.

It will much facilitate our conception of the relative geographical position and extent of the series of large river valleys through which the North-West Railway would either actually pass, or render tributary to its maintenance, if we allow ourselves to suppose an air line to be drawn from Goderich on Lake Huron, to Collingwood Harbour on the Georgian Bay. Let another air line be conceived to run parallel to the one first mentioned, from the Town of Stratford, to Bradford on the Holland River. The direction of these imaginary lines is north-easterly, and an air line from Guelph to the mouth of the river Saugeen, would cut them very nearly at right angles, and have consequently a general north-westerly direction. Each of these imaginary lines is very nearly 90 miles in length, and the two first indicate the extreme width between railways in actual operation, namely, the Northern Railway, (Ontario, Simcoe and Huron,) from Toronto to Bradford and Collingwood, and the Buffalo and Lake Huron Railway from Stratford to Goderich. It thus appears that the spanning of a distance of about 90