

the road will open—the increased application of capital and employment of labor which the mines, the forest and the farm will occasion.

A preliminary survey already made, demonstrates satisfactorily, that the road can be brought into the city in the direction of Papineau road, or St. Denis street, by a line, which will be, not only practicable, but offer neither serious engineering difficulties, nor entail heavy expense. The land which it will be requisite to acquire, can be procured at a moderate cost—many of the proprietors, who suffered by the great conflagration last year, owning property as yet un-built upon.

Mr. Renaud, a scientific gentleman, made a survey of the approaches to Montreal by the north east side of the mountain, and the report of that Survey, which was published in February last, has been confirmed by the Survey of which a Report and Map is annexed.

The trifling elevation of Côte à Barron surmounted, a perfect bee line may be drawn from Montreal to Grenville, or some other point on the Ottawa, where the railroad will traverse that river; the natural outlines of the country are singularly favourable to a railroad—the land is level and unbroken—the bridging of the streams a work of comparative ease. Throughout this route the lands are fertile and cultivated—the population dense and opulent—the villages numerous and important; and the amount of agricultural products which will seek a market in Montreal when a railroad is established can only be measured by the extent of demand. From Grenville to Bytown along the south shore of the Ottawa is a level and unbroken country, and through Gloucester, Cumberland and Clarence, there runs a belt of forest land at some points four and five miles, at others only one mile from the banks of the river—the soil is described as a strong blue clay, capable when drained and cultivated of producing wheat—the growing timber is composed of cedar, tamarack, with surface roots easily cleared—this belt is intersected by a number of small creeks.