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ound on oc-one our line other in Lot No. 2 in the 10th Concession of Madoc. The material is of excellent quality, and will be of great advantage at this central point of the route. Our line between the Villages of Bridgewater and Madoc follows the line formerly surveyed for the proposed Kingston and Madoc Railway.

From Madoe westward we are obliged to bear to the south, keeping on the north side of the valley of the Moira, and south of the high range of hills in the south-west portion of Madoe, and pass through the northern portion of the Townships of Huntingdon and Rawdon. Bearing northerly again, we enter the Township of Marmora in the 7th Concession, and cross the Crow River in the northern part of Lot No. 4 in the 4th Concession. Possibly this crossing may be improved, but it is not very formidable. At the time of examination the water was so over the bottom that the stream was very imperfectly defined, but does not exceed 150 feet in width.

Continuing on Lot 4 we pass to the western boundary of Marmora, entering Belmont in the same lot in the 1st Concession.

A line can be found through Belmont, either by continuing in Lot No. 4, which presents no engineering difficulties, as the country is comparatively level, or by turning to the north, after rounding the point of Boyd's Hill west of Crow River, pass close to the present ore bed of the Marmora Iron Works, in Lot No. 7, and continue on this lot to the western boundary of the township I am at present in favor of the southern route as being more direct.

Entering the Township of Asphodel in Lot No. 19, we have a direct line to the Village of Norwood, in Lot No. 18, between the 8th and 9th Concession. Crossing the Oase at this point, we pass through a gap in a gravel ridge lying on the western bank of the stream, and running for several miles to the north-east and south-west of our line. This gap affords a favorable point for getting through the ridge, the only objection being an approach through the mill-pond, and over which we are obliged to pass to reach it. It is almost 400 feet in width, and from 6 to 8 feet in depth, and will require an