

On our return from Grand Lake we began to work eastward again. Moving first back to Joe Gload's Pond, the country east and west from here was explored; we then moved to Badger River at its junction with the Exploits and having examined the country along the line either way and up the main Exploits River for several miles, it was now time to abandon the work and return home. We arrived in St. John's by rail on Nov. 6th. The season had been favourable for exploration all through. It was comparatively free from wet, broken weather, and the oppressive heat was pretty well over before we set out.

To the great kindness of the Messrs. Reid we are particularly indebted in affording us every facility for moving back and forth along the line whenever opportunity offered. We also found the train hands, as a rule, most obliging on every occasion. We were thus enabled to get over an immense area of country which, under other circumstances, would have taken years of hard labor to accomplish. Our examination was, of course, a very cursory one, and was more particularly directed to the immediate vicinity of the line. Since returning home, the result of the season's work has been mapped out and the various rock formations distinguished thereon by suitable colors. The lands adapted for cultivation are colored green on plan, and large sections of these, showing how they may be best laid off for settlement, are now furnished with this report.

GENERAL FEATURES OF THE COUNTRY.

In order to render this portion of the subject more specific, I shall divide the route into sections, beginning at the junction of the Northern with the Placentia line, or where the Northern and Western line branches off, which is about seven miles beyond Whitbourne. The first section, extending from here to Come-By-Chance, runs through the narrow neck of land separating Placentia from Trinity Bay known generally as the Isthmus of Avalon, though, more properly speaking, the isthmus is the narrowest portion of this neck dividing Come-By-Chance water from that of Bay Bulls Arm. This section undoubtedly possesses the least value of any along the entire route. It is broken, hilly, barren and rugged throughout—the surface, for the most part, being covered only with a thin, gravelly soil encumbered with numerous boulders, and supporting