

energy and foresight in collecting such a large amount of valuable data in connection with the proposed Route, I am deeply indebted,—enabling me, by this means, to make an exploration in a few weeks, that, without the previous knowledge he had obtained, might have taken months,—and at a season of the year when every day was of the greatest consequence.

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Since commencing my Report, I received Orders to make an examination of an independent Line, from Ottawa *via* Richmond and Perth, connecting with the original Line at the most favorable point West of latter place. I beg to append the result of my Explorations of that Route.

In connection with the foregoing Report, and in compliance with Orders received for an Examination from Ottawa by Richmond and Perth, Westward, I beg to submit the result of my exploratory Survey of that portion of the proposed line:—

From a personal knowledge of the Country between Ottawa and Perth, I knew that no difficulty existed in finding a very level route to that place.

The first point, therefore, was to establish at what place West of Perth we could effect a junction with our Northern Line, and in a direction to make as little additional distance as possible. This I have succeeded in doing, and in finding a very satisfactory and easy Route.

Starting our Line in the rear of the 2nd Concession of Drummond, immediately North of the Town of Perth, and bearing in a Westerly direction across into Bathurst, a little South of the Toll Gate, into the 2nd Concession, and into the 3rd Concession between Lots 26 and 27;—after crossing this Concession, diagonally, enter the 4th Concession, between Lots 17 and 18; and by following the Valley of Rudsdale Creek, run in a very direct line, crossing the 4th, 5th and a portion of the 6th Concession; entering the Township of South Sherbrooke in the same Concession, pass into the 7th Concession between Lots Nos. 19 and 20, and skirting the South shore of McGowan's