

ings it will pass out of the town south of MacKechnie's woollen factory, and then run direct to Port Hope.

From Napanee to Port Hope abundance of gravel is everywhere in close proximity to the line. The soil upon two thirds of the route is of the most favorable description; a large portion of the route consists of free sand, and will not require ballasting.

At Belleville a line was sought both north and south of the town, either of which would have given bad grades and curves—and worse crossings of the streets and highways;—and would also have lengthened and increased the cost of the route. The direct route over the town was therefore preferred.

Two routes were run at Cobourg, one in the rear of Victoria College—which presents about equal advantages on the score of grades and cost,—but the consideration which leads me to prefer the front line is, that it does not cross the principal streets or either of the three leading toll roads which enter Cobourg from the north-east and west. Land damages will, however, have an important bearing upon the line here selected.

Napanee, Belleville and Port Hope, are the only other towns *through* which the line will pass, and at all of them it is elevated above the principal streets:—also, by taking the shore line at Cobourg nearly all the streets would terminate at the road. Thus in the passage of the towns, the line is fortunate—but in consequence of the extraordinary manner in which the front Townships from the Trent to Toronto have been surveyed, a very serious question with reference to road crossings must arise. Throughout this distance there is a “side line,” or public road allowance every half-mile—exclusive of private and “forced” roads.

At Port Hope the line crosses the creek (at the head of the harbor) at an elevation of about 35 feet above Lake Ontario, and passing near the bank of the lake, keeps near the latter until it reaches the centre of Clarke. Here the ridge which extends from the “nine mile wood” to the east side of Bond Head (at Macpherson's) rises towards the lake, and the line is forced upon the York road at Clark's Tavern one and a half miles east of Newcastle.

From this point to the Rouge the direct route as governed by the lake was reluctantly abandoned. Between Bowmanville and