

to the system of Railways converging at Toronto, without going too much out of the direct course to the seaboard is fully recognised. In relation to this point, I wish to draw attention to certain facts which will probably set some misapprehensions at rest.

Lake Nipissing is situated directly north of Toronto. The Northern Railway, the Nipissing Railway, the Whitby, Bowmanville, Port Hope and Cobourg Railways with their extensions, as now projected, lead to a point in the Muskoka District named Bracebridge. Bracebridge is due South of and actually nearer the East end of Lake Nipissing than the West end.

It seems clear therefore that if a point to the East of Lake Nipissing be found not more distant from Fort Garry than a point on the West side of this Lake, the most direct connection between Fort Garry and the Railways of Ontario would be by the East side of Lake Nipissing.

I am perfectly satisfied from all the information acquired respecting the geographical position of the different points referred to and the physical features of the intervening country that the probability of finding a more favorable and shorter line, by the West side than by the East side of Lake Nipissing is very small.

Be this as it may, I trust the explanations given with regard to the commencement of the survey are satisfactory. Of course in beginning instrumental examinations, it was necessary to fix on some definite point. I selected Mattawa as this point for similar reasons to those which governed me in making the survey East instead of West of Lake Nipissing.

I do not, however, wish it to be understood that I consider it impracticable to build the Railway nearer the East end of Lake Nipissing than Mattawa and thence to such point south of it as the Government may select.

I have the honor to be,

Sir,

Your obedient servt.,

SANFORD FLEMING, Engineer-in-chief.