

they are generally narrow. But it seemed to me that almost universally, even in the most broken country, though the sides of the hills might be steep and rock frequent on the surface, there are large patches of flattish ground easy of tillage. The soil throughout is generally good, and much of it is most excellent, at least so the settlers have told me of their farms. Only one of all those with whom I have conversed has spoken ill of his farm, and he had certainly very good reason, for it is very rocky, but he could easily have bettered his condition. I have met some settlers from the cities of Glasgow and Edinburgh, one family from the City of London, England, one from Liverpool, some from Oxfordshire, and several from the Lake Ontario front, and all have spoken well of their farms, and are well pleased with their lot. One man near Skeleton Lake, on a farm with a great deal of rock on it, told me that he had come from Lake Ontario, and much preferred his present farm to his former one, stating that his crops at Lake Ontario had been frequently injured by early frost, while in his new farm, during his three or four years occupation, the early frosts had not troubled him. The timber is of mixed kinds, yellow birch (scarcely any white birch), maple, beech, and white pine, are found almost throughout; iron wood, bass wood, elm and balsam, frequently spruce, tamarac and cedar are found in the swamps. There is very little red pine along the route except in the district between the 82nd and 94th miles, and even there not exclusively. At a lake called Red Pine Lake, there are very few if any red pine trees, at least on the side traversed by the line, so that taking the timber as an index to the character of the country, it may be concluded that the soil throughout this route is generally good.

There is a great deal of very good pine through the country, but there is also very much with slight blemishes rendering it unprofitable to transport the logs a long distance, which would give excellent lumber in narrow boards, lathwood, shingles, &c. I am informed by men engaged in lumbering, and I believe that a railway constructed through this district would be the means of saving all this imperfect timber, and turning it to a profitable account, for both lumbermen and the country at large, for in case of the railway being made, all this timber would be sawn on the ground, and then the good parts only transported to market. There are many sites for mills for this purpose, and the lakes afford good facilities for gathering and storing the logs. This imperfect timber is cut down, as it often is before the imperfections are discovered, is left to rot and feed fires in the bush, and so a double loss ensues.

For sleepers there is a good deal of tamarac in various places, and there are large quantities of hemlock, particularly in the district of the Seguin River.

As I have already stated, I did not confine my attention to one particular line. Accordingly, I examined the country between the line laid down and the Mississippi road from the 25th mile to the 65th, but this country was too rough. I also examined a wide district south of the line laid down and extending from the 85th mile to the 115th, but, though on account of what seemed to me most excellent land in the townships of Mayo, Carlow and Dungannon, I was anxious to find a line through that district to suit my purposes, I was not able to find it. Again, to avoid lengthening the line by going round by the valley of the Seguin River, between 195th mile and Parry Sound, I had an examination made for a line going more direct, as it was reported such a line could be had, but I found the report was not true enough. But as the country that I travelled through is of broken surface, almost all wooded, and with extremely few points from which observations of distant places could be made with any degree of satisfaction, I had merely to take up as I went along, some line almost by guess, and follow it as far as it was suitable. I scarcely ever got any correct information about what was ahead of me, a great deal was given with full assurance of its correctness, which I found on trial to be worthless or quite incorrect. You will easily understand from this that though, as I believe, I have found a practicable route with works of easy construction, there may readily be not far off my route a shorter line with easier work!

I found it difficult, if not impracticable, to bring the line into Parry Sound except by the Seguin River and Mill Lake, with this route I preferred making the