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character. n road, we Concession, through a igh a series d embankeaving this nd enter a miles along oot," which which tre to the cony consist of a firm clay is for some all lake, on y following d firm roads on either sids. These marshes extend over Lots 1 and 2 in the first Concession of Kaladar, and 1 and 2 in the 11th Concession of Elzevir, after crossing which we pass through a connection of valleys and ravines to the Village of Bridgewater on Lot No. 2 in the 4th Concession of Elzevir, crossing the Scootamatta just south of the Axe Factory, where it has a width of about 150 feet, and can be easily bridged.

From this point to Black Creek, which we cross just above its mouth, where it is about 100 feet in width, with good firm banks and rocky bottom, and a depth of from 4 to 6 feet, we pass over an almost unbroken flat, consisting of a narrow valley lying between a ridge of conglomerate on the north, and ridges of mica slate and marble on the south. Immediately after crossing Black Creek, we encounter a low ridge of slate conglomerate. Leaving the Township of Elzevir in Lot No. 2 in the 1st Concession, we enter that of Madoc in the corresponding lot in the 11th Concession, and follow a series of low flats on Lots Nos. 2 and 3, across the 11th, 10th, and 9th Concessions of Madoc, entering Lot No. 1 in the 8th Concession, and following this Lot to the Village of Madoe, in Lot No. 1 in the 6th Concession. But little difficulty is encountered in this portion of our line, as we cross into two or three low ridges, one of gravel and the remainder of marble, the ground being generally level und under cultivation.

A possible improvement may be made in that portion of the line through the western part of the Township of Kaladar, where, instead of passing through the gap before described, we continue south in the "great trough," and south of the line described, into the Township of Hungerford, striking our northern route again in Lot No. 1 in the 8th Concession of Elzevir. This southern route will avoid the heavy cuttings in passing through the gap as well as the difficulty in connection with the Lake on Lot 1 in the 10th Concession of Elzevir. It will be necessary to examine both routes before deciding which is preferable.

In reference to the character of the country through the Townships of Olden, Kennebec, Kaladar, Elzevir, and Madoc,