

on the Oak Ridge or outlying portions of it. Look at any map on which the Central is laid down, and note the great sweep around which the line makes, between the Gore of Toronto and Amaranth. You may depend upon it the engineers saw something in their way there, when they made that sharp turn out of the straight track. A glance at the map, merely, may give you a hint of something that needs to be enquired into, and that very particularly, in connection with this Central Railway line through Albion and Mono. Between the tremendous ascent of the mountain steep, and the extensive swamp lying back of the mountain—in which swamp and its outliers, as I have already mentioned, the Grand River, the Credit, the Saugeen and the Maitland take their rise—there will be found, from somewhere in Albion to somewhere in Amaranth or Proton, fifteen or twenty miles of road that will cost more to make than a hundred miles lying next to Kincardine, Inverhuron, Southampton, Owen Sound, or other points proposed to be reached. No competent civil engineer will deny the substantial truth of what I here affirm, as to the great difficulty and immense cost that would be incurred in making this particular piece of road. Here is what Mr. Shanly says on this point, in his letter to Mr. Adair, Reeve of Southampton. After describing the kind of road he would recommend, he says:—

“Without going further into details now, I estimate “a road of the above description fully equipped, (with engines, cars, and all else, he means, as the context shows,) “and including right of way and fencing, at “fourteen thousand dollars per mile, if built from some “point in the County of Bruce to Guelph, or other point “above what is known as the “Mountain Range,” say “not further east than Acton. A line carried direct to “Toronto or Hamilton would undoubtedly cost not less “than 10 per cent. more, and the proportion of maximum “grades and minimum curves would also be greatly “increased.”