

A few of the gradients are heavy, up to and over 60 feet per mile as shown on the preliminary section, but the location one has not yet been made, and this, I am assured by Mr. Perry, completely avoids these.

In any case they are short, and the alignment is very favorable.

The width of roadway on the portion now graded, that from Napanee to Tamworth, a distance of twenty-eight and a-half miles, is fourteen feet in embankments, and eighteen feet in cuttings.

In view of the light nature of the material, this width of embankment may be regarded as sufficient, and that in cuttings likewise, save in the matter of "snow storms," which may hereafter lead to their being widened to twenty feet or more, depending upon the exposed position or otherwise in which they may happen to be placed.

The structures in masonry, built partially in cement, but chiefly dry, and in number considerably under the average demanded by railways generally, are of good quality, comparing favorably with those on the line of the Canadian Pacific between Ottawa and Montreal, and I have, therefore, no hesitation in conferring upon what has already been done, the character of a "foundation for a first-class line."

The desire of its promoters being to form a junction with the Ontario and Quebec Railway in the neighborhood of Arden. I have also examined the country between Tamworth and that point without discovering difficulty in the way of its extension. I consider that an easy and direct location can be made here, and it is an important one, whether viewed in connection with the immense area of iron ore over which it passes, or the fact that an immediate junction with the Ontario and Quebec, bears beneficially upon the interests of both lines.

This junction, it will be also seen, while it shortens the route to Ottawa from Napanee and the Bay of Quinté parts to the westward of it, does so enormously, both as respects Ottawa and Montreal, from the northern points through which it passes, insuring thereby to the Ontario and Quebec and hereafter to the Canadian Pacific Railway also, the bulk of the traffic of a district which is now served by the Grand Trunk alone, and this to the bestowal of an incalculable amount of good to the rich section of country interested, and which, it should be also noted, lies now in a space of no less than seventy-five miles from east to west, with no railway accommodation whatever, save from lines also running from east to west, and some fifty miles apart.

With reference to the traffic the line may reasonably look for, it, in the first place, runs through a farming country which already exports large quantities of grain, especially barley.

This traffic, it is safe to say, the existence of a railway will, in a short period, enormously increase, at the same time it will create other sources of trade, one of which is the ores and minerals mentioned, and whose rich and extensive deposits, now scarcely known beyond their own locality, only await such an outlet as this railway will afford them, to yield their quota to the internal wealth and resources of Canada.

The country is besides essentially a manufacturing one, owning in the Napanee and Salmon Rivers water-powers of exceptional magnitude, and already possessing upon both these streams establishments in the shape of mills and factories, whose surroundings, notwithstanding existing difficulties of transportation, point with justifiable pride to the large amount of business they transact.

One of the first impressions formed on the consideration of a line situated as this is, is that of its being a feeder to all the east and west railways it happens to cross, and hence, in viewing the Napanee, Tamworth and Quebec, it can be so as a feeder at the present time to the Canadian Pacific, the Quebec and Ontario, and the Grand Trunk lines. Its crossings of these will in this way become points for any interchange of traffic which must materially promote the welfare of all, each tending at the same time to increase and multiply any business that may at once await the north and south lines, by the impetus, new facilities, and demand for the products it can furnish, will give to the settlement and population of the country along its route, and I therefore consider the construction of such a line should be regarded not merely as a local and Provincial, but an absolutely Dominion work, one in which