

## NAPANEE, TAMWORTH &amp; QUEBEC RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile on twenty-eight miles, from Napanee to Tamworth, not exceeding in all \$89,600.

MONTREAL, 7th October, 1882.

DEAR SIR,—I have much pleasure in giving you my impression of the Napanee, Tamworth and Quebec Railway project, as gathered from my inspection of the line some short time since.

From Napanee to Tamworth, twenty-eight and one-half miles, the line is graded ready to receive the track, and I quite agree with Mr. Bailey, Engineer of the Toronto and Ottawa Railway, that the grading is extremely well done, and will compare favorably with any of the railways recently built in Ontario.

It is to the credit of the country that the cost of the whole of the work on these twenty-eight and a-half miles has been provided from local sources.

From the Bay of Quinté, four miles south of Napanee, to Tamworth, the country is exceptionally fine as an agricultural district, and has besides made considerable progress in manufacturing, paper-mills and other factories having been erected at various points along the Napanee and Salmon Rivers, and around which thriving villages have sprung up. The entire aspect of the country is of most pleasing character, evidencing the thrift, industry and enterprise of the people. The deposit of hematite iron ore near Tamworth containing 64 per cent. of metallic iron, according to the report of Professor Chapman, will form an important element of traffic in the future of the railway.

From Tamworth to junction with the Toronto and Ottawa and Ontario and Quebec Railways, the distance is about eighteen miles (no work yet done), through townships as yet but sparsely settled, and of course unable to lend much aid to the construction, but needing only to be opened and made accessible by railway to bring their forest products into immediate demand and value, as well as to induce settlement.

The whole length of the projected line, from the mouth of the Napanee River on the Bay of Quinté to junction with the two trunk lines named above, both now under construction, is about fifty miles. The construction of the Murray Canal has for its object to make the Bay of Quinté part of the direct highway of the lakes. It will add largely to the importance of the bay ports. The Napanee, Tamworth and Quebec Railway will connect the navigation of Lake Ontario with the whole system of railways now converging upon Ottawa, and by a route not to be surpassed in directness, thus giving to the project Dominion as well as simple Provincial attributes.

As a local line it would seem to have at least equal claims upon the Ontario Government with other roads already liberally aided from that source, and its claims upon the Dominion Government are assuredly equally well grounded with those of certain lines in other of the Provinces to which assistance was voted in the last Session of Parliament.

I anticipate a useful and prosperous future for the Napanee, Tamworth and Quebec Railway.

Yours truly,

W. SHANLY.

W. S. WILLIAMS, Esq., Secretary Napanee, Tamworth and Quebec Railway.

OTTAWA, 26th February, 1883.

SIR,—I have the honor, after, as instructed, having been over the line of the Napanee, Tamworth and Quebec Railway, with the view to an examination of its route and character, as well as the resources it will probably command when completed to conduce to its success in a commercial point of view, to report as follows:—

The location of the line lies through a country favorable to a railway, and seems to have been well and carefully picked out, as shown by the plan obtained by the engineer, Mr. J. R. Perry.