

In the event of this village offering a considerable bonus in aid of your enterprise, to compensate for increased cost of construction and right of way, it will be a subject worthy of your consideration to have the route surveyed and estimated, when, if it is ascertained that the assistance so granted will be an equivalent for extra expenditure, it will no doubt be for the benefit of your project to adopt this route. From the Trenton station, the line can at an after period be extended northerly to the Marmora Iron Mines and various other important inland localities, connecting them with the Grand Trunk Railway, as well as with water transportation to the different Canadian and American ports.

A second exploration from the Carrying Place revealed good routes to points on the Grand Trunk Railway, about two miles west of the Trenton station, and to the Smithfield station four miles from that place. The intervening country is nearly level, with good soil, well cleared and cultivated. A level and cheap line can also be had from the Carrying Place to Brighton station, about nine miles to the west of Trenton, over a similar country to that previously described. In view of the future northern extension of your road up the valley of the Trent, it would appear most judicious to select, consistently with economy of construction, the route nearest the Trenton station, or that passing to the westward of the Trenton Hills, and joining the Grand Trunk Railway within two miles of the station. From this junction the road could strike directly north to the River Trent, or follow the Grand Trunk Railway to that river, and afterwards ascend its course, as engineering considerations may warrant.

With these remarks on the routes north of the Carrying Place, we will now describe generally two lines of connection of that locality with the town of Picton, and thence to the extremity of Long Point.

An examination of the accompanying map will shew the routes referred to, No. 1 following as closely on an air line *via* Melville, to Picton, as the character of the country will permit; while No. 2 proceeds in a more circuitous direction,