

where it was again transferred to a lake vessel and carried to Charlotte, involving no less than four transshipments between the mine and the smelter, notwithstanding that they were less than 100 miles apart. As a consequence this undertaking failed, and silence now prevails where under more favorable circumstances hundreds of men would be finding profitable employment.

With the Trenton end of this route completed, however, the ore from Blairton could be taken with a single transshipment at the Trent river, to the newly erected smelter at Deseronto, to the south, or with the whole route completed to the proposed smelter at Midland, to the north; while the whole country through which this water-way passes, or with which it connects, would be rendered available for the supply of the charcoal required for such works. The Snowden iron mines in the county of Haliburton, in township of Snowden, and now connected with the Victoria Branch of the G. T. R. by a spur line, are also within a short distance of a navigable point on the Burnt river, and would be largely benefited by the opening up of this route.

Reason Seven

Because the natural and economical development of the manufacturing and agricultural interests of the District and the harvesting of its forest and mineral products are either unnecessarily retarded or rendered impossible for want of cheaper means of transport.

Last summer the following RATES were charged for the transport of the articles named from Montreal to Peterboro'—a distance of about 330 miles, while the HIGHEST rate charged on the Erie Canal for a distance of 500 miles was but 70 CENTS PER TON.

Sugar by the car load	\$2 20 per ton.
Pig Iron by the car load	2 00 "
Bar Steel	\$2 60 to 3 36 "
Grain, Peterboro' to Montreal	12 to 14 cts. per 100 lbs.
Coal from Black Rock to Peterboro'	\$1 25 per ton.
Coal from Black Rock to Belleville	90 "

OR 35 cents per ton MORE by the same road for 19 miles SHORTER carriage to Peterboro' than to Belleville!