

considerable section of country between Peterborough and Carleton Place, whose development has been hitherto retarded by remoteness and the absence of available means of communication.

There would be afforded direct communication with and transportation to the large and frequent deposits of mineral wealth in the same section of country, whose existence and value are recognized, whereby new and important industries, hitherto kept in abeyance, would be largely fostered, to the general advantage of the Province.

The local importance and necessity of the projected road are such as to make it deserving of consideration in relation to public aid. It must be borne in mind that the only lateral communication easterly or westerly afforded to the section of country proposed to be served is to be found upon the waters, or upon the immediate shore of Lake Ontario—from which even the inconsiderable portion of the section in question presently served by railways, is removed, not merely by distance, but by the more onerous burden of heavy freightage and other inconveniences inseparable from the operation of short local railways—and with which the more considerable portion of the section in question has no available communication.

Taking for illustrative purposes, any point of the proposed section or country, even if such point be served by existing railway communication from the south, we find the freightage to and from frontier communication—say a distance of thirty or forty miles—is, upon the average eight ten and twelve times the mileage rate upon the front, or about equal to the cost of transportation from Montreal to Toronto. During considerable portions of the year an hours business cannot be transacted in Toronto or Montreal without leaving home on the afternoon of one day, only to return on the afternoon of the third day. For all practical purposes, therefore, both as regards cost of transportation, time and convenience, the section in question would be