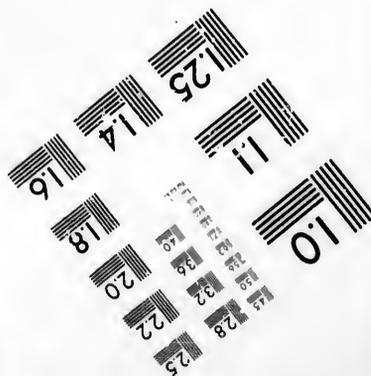
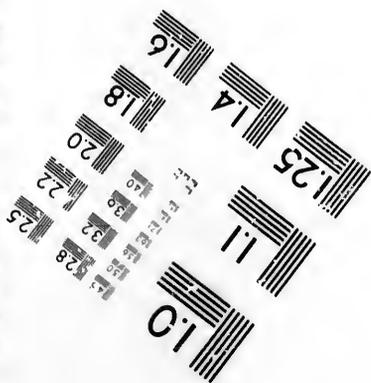
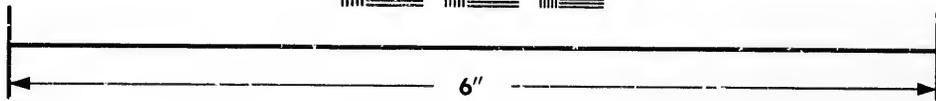
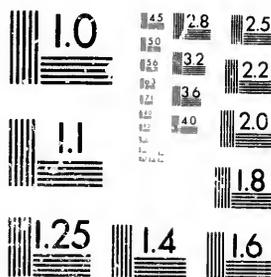


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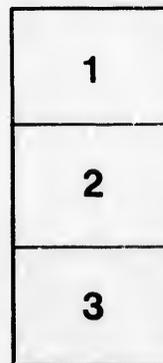
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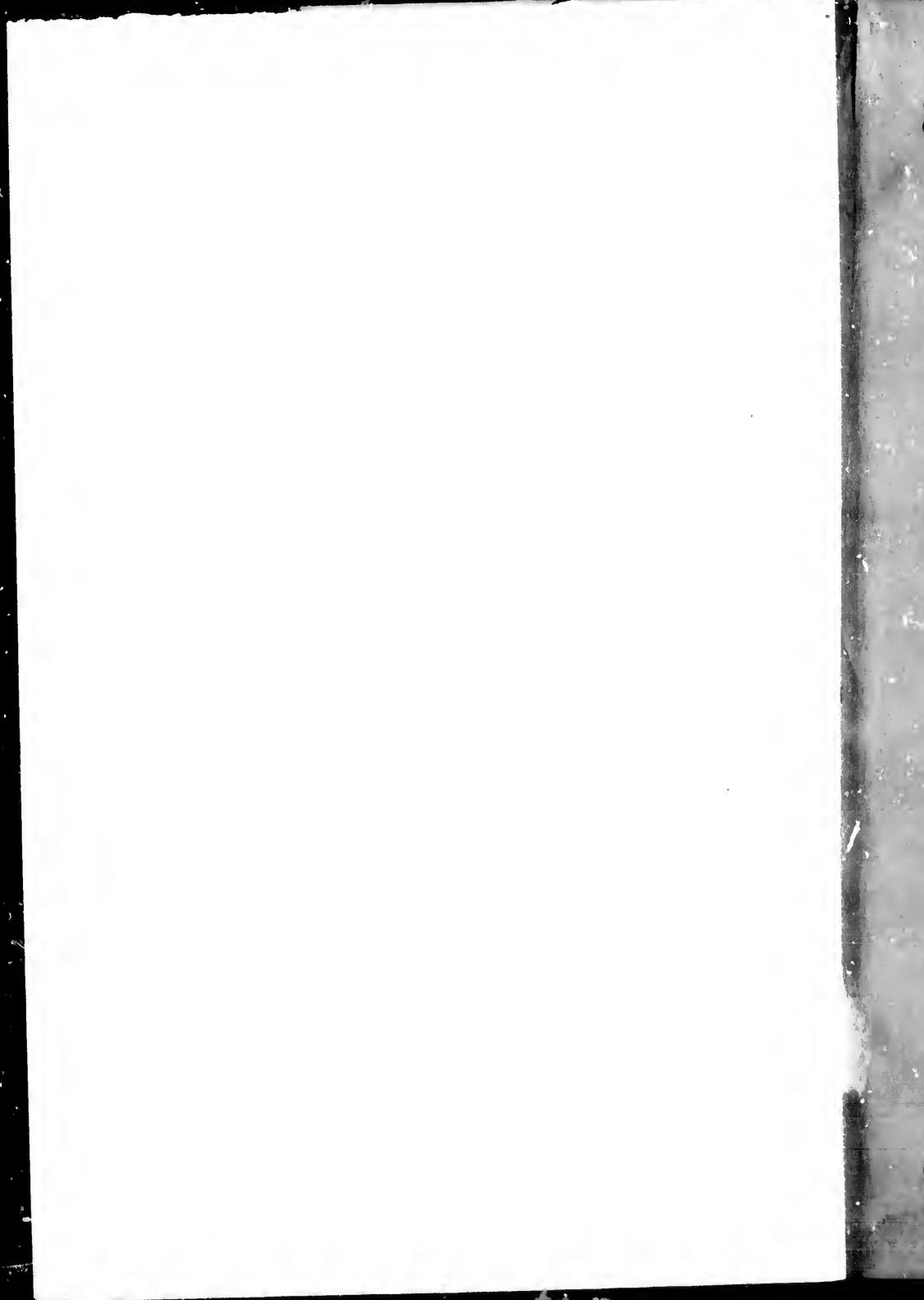
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PRELIMINARY REPORT

ON

VARIOUS ROUTES FOR CONNECTING

Long Point and the Town of Picton,

(PRINCE EDWARD DISTRICT.)

WITH THE

GRAND TRUNK RAILWAY OF CANADA.

BY

CHARLES LEGGE ESQUIRE,

CIVIL ENGINEER.

*Montreal, October, 1872.*

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Montreal :

PRINTED BY JOHN LOVELL, ST. NICHOLAS STREET.

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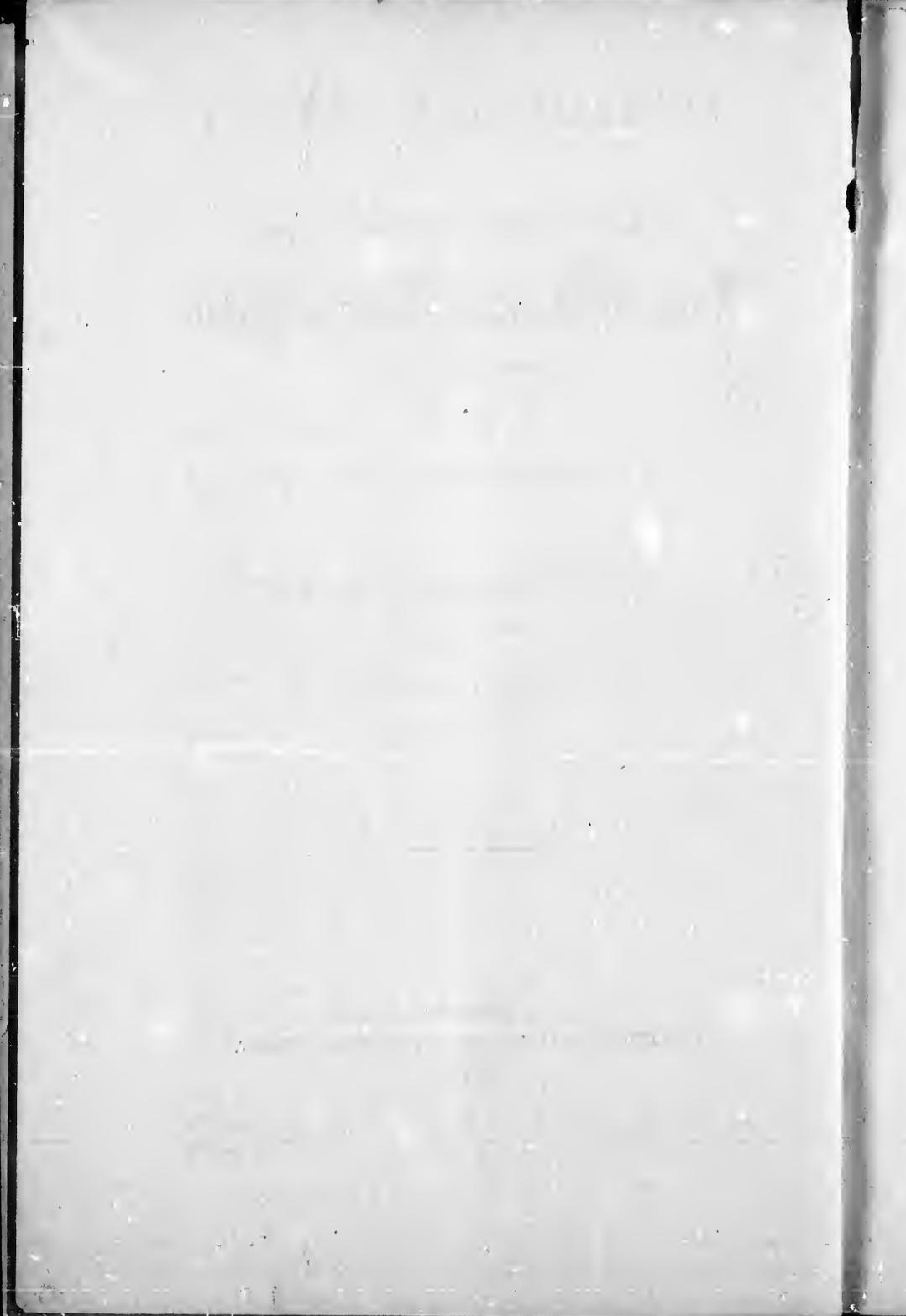
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## PRELIMINARY REPORT.

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MONTREAL, 6th September, 1872.

SIR,—In the month of July last, I was honored with your instructions to proceed to Prince Edward District, and make some preliminary explorations of the country to determine the most favorable route for a railway, from a suitable point on the Grand Trunk line, to the town of Picton, and thence to a connection with the navigation of Lake Ontario, at the extremity of Long Point.

This section of Ontario, now seeking rail connection with the main commercial artery of the Dominion, forms an extensive peninsula, extending into Lake Ontario, being bounded on the north by the Bay of Quinté, and on the south by the lake. At the point of junction with the main land, or at the "Carrying Place," it possesses a width of about one and a half miles. From this narrow neck it rapidly widens and extends into the lake, a distance of forty-one miles, possessing in some places an extreme width of twenty-eight miles. Many deep and spacious bays from the Lake and Bay of Quinté penetrate into the county, and at moderate expense may be converted into good harbors for the vessels navigating those waters.

The total area of land held, as given by the Census Returns, amounts, to 227,941 acres, or about 356 square miles, and contains a population, according to the same authority, of 20,336 souls.

Taking the town of Picton as a central point in the District, both geographically as well as for trade and commerce, a distance of nearly twenty miles, in an air line, exists

between it and the nearest point on the Grand Trunk Railway, over a route by land and water; while, if entirely land carriage were sought, the distance in an air line, *via* the Carrying Place, to the nearest point of connection, would exceed thirty miles.

Prince Edward County is one of the oldest settled sections of the Province of Ontario, and possesses a rich and fertile soil, long celebrated for its great wheat producing qualities. The assessed value of property amounts to \$7,000,000, with no municipal debt as a counterpoise.

Being almost surrounded with water, possessing nearly an insular character, the traffic to and from this district has been principally by water transport, in the season of navigation, and by ordinary conveyance during the remainder of the year, either over the ice of the Bay of Quinté to the main land, or by the round about way of the Carrying Place, for the six weeks, or two months, autumn and spring, when the ice is unfit for use.

The generally level character of the country, together with its good ordinary roads, has to a certain extent permitted and enabled this state of things to continue for many years, without the difficulty of transport being much appreciated by the inhabitants. Of late, however, the great strides taken by other sections of Canada in opening up the country by railways, to furnish cheap and speedy transport for population and products, has drawn the attention of the inhabitants of Prince Edward County to their own requirements in this direction, and incited a desire to occupy a like advantageous position with their fellow countrymen on the main land. This desire, the natural result of intelligent reflection and consequent appreciation of its great advantages, has ultimated in the decision to construct a railway through the county, to follow such route as will confer the greatest amount of benefit on the largest number of people, and at the same time conduce to the profit of the Company incorporated for its construction.

In view of this result being arrived at, you desire an

opinion as to the most desirable route for instrumental examination, with such other information as to probable cost, traffic, and revenue, which an ordinary exploration of the country would enable me to furnish.

In complying with this request, I will first dwell generally on the proposed location of the line, and afterwards devote some consideration to the other topics indicated.

To make the explanations more clearly understood, a large map of the county is submitted, with the several lines and positions marked thereon.

An examination of this map will shew the extremity of Long Point, Picton, the Carrying Place, with Trenton, Smithfield and Brighton stations of the Grand Trunk Railway, as principal objective points to be considered.

The first point to which the investigation will be directed, is the consideration of the most facile place for connecting with the Grand Trunk Railway, both in reference to cheapness of construction, shortness of line, and future possible extension from the junction, in a northerly direction, through the counties of Northumberland, Peterborough, or Hastings, into the interior of the country, opening up and developing its rich mineral, agricultural, and forest industries, and at the same time attain a connection with the Canadian Pacific Railway.

An examination of the country between the Carrying Place and Trenton station of the Grand Trunk Railway, *via* Trenton village, shews that a connection may be had in that direction, but of a somewhat expensive character, owing to the cost of right of way in passing through the village, and some difficulties which would be encountered between it and the station. This route would, however have the advantage of connecting that important village and its population of 2000 with your line. Being an extensive emporium for the lumber and timber brought down the River Trent, it would, no doubt, prove a good feeder to your road for the American traffic *via* Long Point, during certain months of the year, when the navigation is interrupted.

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,

touching the villages of Consecon, Melville, Wellington, Bloomfield, and intersecting No. 1 at Picton. From this latter place, which from its size and importance as a central point is common to both routes, the united line proceeds in nearly a direct course to Cherry Valley, Milford, and the head waters of Prince Edward or South Bay, afterwards centrally along the Peninsula, until it reaches the extremity of Long Point, where deep water of lake navigation is met.

A more minute description of the two lines may be desirable, but it must be understood that, until instrumental surveys are made, to determine the courses with precision, the present is but an approximate location. Taking in the first instance Number 1, or the central line, which divides Prince Edward Peninsula nearly centrally: leaving the Carrying Place it strikes through to Melville, having Roblin's Mills  $2\frac{1}{2}$  miles to the east, and Consecon about the same distance to the west, thus equalizing the haulage of freight to and from these villages. From Melville the line proceeds to Allisonville village, and afterwards in nearly a direct course along the leading line through the second concession produced of Hallowell, Gerow Gore, Gore E, and between the 2nd and 3rd concession (M.T.) to a point on the proposed line to Long Point, about two miles west of Picton. The distance from the Carrying Place to this junction will be about 21.56 miles on the air line, or 21.87 miles by the route followed, measured in straight lines.

In the event of this central line being entertained, there no doubt will be a rivalry between the villages of Roblin's Mills and Consecon, for a diversion of the road, in either direction. The following measurements will give a comparative view of the relative increase by each route:

|  |             |
|--|-------------|
| 1st. Carrying Place to Picton, <i>via</i> Melville and Allisonville as before..... | 21.87 miles |
| 2nd. Carrying Place to Picton <i>via</i> Roblin's Mills and Allisonville.....      | 22.19 miles |
| 3rd. Carrying Place to Picton, <i>via</i> Consecon, Melville and Allisonville..... | 22.50 miles |

From this table of distances it will be seen that the route *via* Roblin's Mills is but 0.32 of a mile longer than the central line, while that by Consecon is 0.63, or not quite three fourths of a mile longer than the central, and an increase of 0.31 of a mile over its rival *via* the Mills. With so minute a difference, and assuming a similarity of cost per mile in construction, the selection of either of those lines by your Company, will, to a large extent, be governed by the local bonuses offered by the two villages, Roblin's Mills route giving the additional advantage of passing more centrally through the county, while the rival village is finely situated at the head of the land-locked Weller's Bay, putting in from Lake Ontario.

Whichever of these lines is eventually adopted, we will for the present select the shorter or central line for comparison, with that *via* Wellington and Bloomfield.

This latter line, leaving Picton at a suitable point for connecting with the navigation, runs in a westerly direction, south of the travelled-road to Bloomfield; passing that village also on the south, it strikes the head waters of West Lake; passing onward, still in a westerly course, it reaches the village of Wellington, a port on Lake Ontario. From this place, running in a north-westerly direction it strikes the village of Melville, at the head of Lake Conseco. Leaving Melville the road skirts along the north shore of the Lake, to Consecon village, before referred to, and afterwards on a generally direct route to the Carrying Place,

The following figures will give the lengths of the two routes from the point of junction on the Grand Trunk Railway, two miles west of Trenton station, to the navigation at the head of Picton Bay.

No. 1. Central line *via* Melville and Allisonville. 29.75 miles

No. 2. Line *via* Consecon, Melville, Wellington and

Bloomfield.....31.62 "

Showing a difference in favour of the central line of.....1.87  
or nearly two miles.

From Picton to the end of Long Point, following the route

via Cherry Valley and Milford, we have an additional length of 19 miles, making a total distance from the G. T. R. to the extremity of Long Point of 48.75 miles by the central, or 56.62 miles by the coast line.

Such is a statement of distances, or lengths of the various routes.

The country passed over from Long Point to Picton, is generally of a level character, with a light sandy soil, and nearly all under cultivation. In so far as could be discovered, no rock work will be encountered on this division. From Picton to the Carrying Place, following the coast line, the country also continues very level, and the soil either loam or clay. Many of the farms are under a high state of cultivation, and but few portions of Ontario will excel or even equal this highly favored district.

On the central line we will probably find less curvature, but heavier gradients, than on that by the coast. This question of curvature and gradients can only be satisfactorily discussed after a thorough instrumental survey. It frequently happens that of two rival routes, the one possessing the easiest grades is actually shorter, when they are equated, than the other with steeper and longer grades, which measures actually less on the ground between the same two objective points. This being the case, it may happen, and probably will, that the difference of 1.87 miles in length of lines will be materially lessened, if not equalized when the gradients of each are equated, or in other words when they are reduced to an equivalent extent of level grade, for a train to pass over in the same time and with a like expenditure of power.

From the general similarity of the country, the earth work and cost of construction per mile will be about the same on both lines.

The following may be regarded as an approximate estimate for one mile—

|  |          |
|--|----------|
| Earth work 10,000 cubic yards a 30 cents ..... | \$ 3,000 |
| Land purchase, 8 acres a \$50 .....            | 400      |

|                            |                  |       |
|----------------------------|------------------|-------|
| Bridges and culverts,      | per mile         | 250   |
| Farm crossings             | "                | 250   |
| Road crossings             | "                | 200   |
| Clearing, grubbing, &c.,   | "                | 100   |
| Fencing, 640 rods          | a \$1.50 per rod | 960   |
| Permanent way and sidings, |                  | 8,500 |

---

\$13,660

Add for superintendence and contingencies..... 1,340

---

Total cost per mile .....\$15,000

If we now assume that the central line is selected, from the G.T.R. to Picton, the following will be an exhibit of cost.

|   |           |
|---|-----------|
| Total distance 29.75 miles a \$15,000 per mile..... | \$446,250 |
| Stations.....                                       | 25,000    |
| Rolling stock &c.....                               | 130,000   |
| Engine and repair shops.....                        | 18,750    |

---

Say a total of.....\$620,000

Or at the rate of \$20,840 per mile, constructed and equipped.

At a corresponding expense per mile, the coast line will cost:

31.62 miles a \$20,840—or.....\$658,961

Or an excess of \$38,960.

Assuming that a government grant of \$2,500 per mile is obtained for the entire distance of 29.75 miles, there will be from this source for the central line.....\$ 74,375

From the municipality..... 87,500

---

Making a total amount of bonuses for central line.....\$161,875

Total cost of line as before..... 620,000

---

Leaving amount to be raised by stock and bonds.....\$158,125

Taking now the coast line of 31.62 miles, and giving it a government bonus of \$2,500 per mile, there will be\$ 79,050

From municipality..... 87,500

---

Making a total amount of bonuses for coast line.....\$166,550

Total cost of line as before..... 658,961

---

Leaving balance to be raised by stock and bonds.....\$192,411

or an excess of \$34,286, if the coast line be adopted. In other words, local bonuses to the amount of this excess should be subscribed by the various villages along the coast route, in addition to the general bonus of \$87,500 from the county, before the two lines would be placed on the same monetary footing.

Closely allied with this financial view of the matter, and one which will no doubt exercise some influence with the company, is the relative amount of local traffic which each line will obtain.

At first sight, it might be thought that the central line, passing more directly through the county, would command the greatest amount, by drawing the traffic from each side. This no doubt would be correct in most localities, but in the present instance, the following reasons seem to militate against this being the case.

The villages of Bloomfield, Wellington, Melville and Conseccon, on the coast line, are business points, created by the trade of the interior and surrounding country. From their proximity to the lake navigation, they must continue to be outlets as well as inlets of traffic to a considerable extent. The rail, if touching those points, would no doubt divide the business with the water navigation, in addition to that it would draw from the interior. It might on the other hand lose a portion from the extreme northern part of the district, which would come more immediately under the influence of the Grand Trunk Railway, and in consequence flow naturally in that direction. This movement would even to a certain extent take place if the central line were adopted, especially from the northern portion of the township of Sophiasburg.

The following table will give an approximate idea of the number of people who would probably receive an equal amount of benefit, if the coast line were adopted, with that they would have if the central one were followed.

|  |      |
|--|------|
| Hallowell—say $\frac{1}{2}$ of population, or.....   | 1777 |
| Pictou .....   | 2361 |
| Hillier.....   | 2224 |
| Ameliasburg say $\frac{1}{2}$ of population, or..... | 1101 |

|                  |      |
|------------------|------|
| Athol.....       | 1740 |
| Marysburg .....  | 3934 |
| Wellington ..... | 517  |

Total of 13,654

or considerably more than one-half the population of the entire county.

If the scheme be considered in relation to a through business *via* Long Point and Oswego, to New York, of course the central line will be preferable, assuming an equality of gradients.

With these two rival lines presenting advantages so nearly equivalent, it is rather a difficult matter to decide in favor of one or the other. This decision no doubt will be arrived at by the Company, with greater facility, when the question of local bonuses is decided, and a more thorough examination of each route made. In the meantime for our present purpose, it may be well to assume the amount required for the Coast line, from the Grand Trunk Railway to Picton, and ascertain the probabilities of it being a paying speculation: afterwards considering the extension of the road from Picton to Long Point.

As before shewn the entire cost of this line will be.... \$658,961  
From this deduct government and municipal bonuses. 166,550

Leaving balance to be provided of.....\$492,411

This amount at 7 per cent will require annually for

interest.....\$34,469

Or say \$35,000.

In well settled countries like Prince Edward district, it is considered safe to assume that every inhabitant living within a belt of fifteen miles on each side of the road will contribute a yearly amount to the railway traffic of at least \$7, made up of charges on exports, imports, and travel. This rate, assuming the population at 20,000 souls, would give a total revenue of \$140,000 or allowing 60 per cent for traffic expenses, a net balance of \$56,000 per annum, or after paying the interest on the bonds (\$35,000), a surplus of \$21,000 for renewals and extensions.

In a case like the present, however; with the county in

possession of facile water communication during at least seven months of the year, and also from the proximity of a portion of the district to the G.T.R. it would not be safe to take so high an estimate for the traffic returns. It will be more prudent to assume, say \$4.50 per head, for annual revenue.

|   |          |
|---|----------|
| This rate will give a total income of.....  | \$90,000 |
| Deduct for working expenses 60 per cent.....  | 54,000   |
|   | <hr/>    |
| Leaving a net revenue of.....   | \$36,000 |
| To this should be added a government subsidy for carrying the mails, of say \$100 per mile..... | 3,162    |
|   | <hr/>    |
| Making the total net earnings.....  | 39,162   |
| Or after meeting the interest on the bonds.....   | 35,000   |
|   | <hr/>    |
| A balance of profit amounting to.....   | \$ 4,162 |

If we now assume that the cost of the coast line has been reduced by local bonuses (of say \$34,286) to an equality with the central line, the following will be an exhibit of the company's financial position.

|  |           |
|--|-----------|
| Total amount to be raised on bonds.....  | \$458,125 |
|  | <hr/>     |
| Yearly sum of interest at 7 per cent.....  | 32,069    |
| Net amount of annual traffic and postal revenue as before.....                             | 39,162    |
|  | <hr/>     |
| Or an excess of profit, after meeting all charges on interest and traffic expenses of..... | \$7,093   |

These investigations serve to shew the solid basis which exists for the investment of money in the bonds of the company, with local traffic alone considered, and without taking into account a profit which will be derived from the through business of the road, when extended to Long Point; and also, the natural increase in traffic resulting from the construction of the road. It is a well understood axiom, that improved facilities, notably railways, with cheap and speedy transport, create traffic, and that traffic, when once brought into being, creates additional traffic.

Having dwelt thus far on the first section of the line terminating at Picton, as of the most immediate importance, we will

now devote some space to the consideration of the second section, or extension to the extremity of Long Point.

An examination of the map of Canada will shew this point to be but 35 miles from the great lumber emporium, Oswego, on the south side of Lake Ontario. This American city is connected by a network of railways with all parts of the United States, and notably with the city of New York by an almost air line lately brought into operation, "The New York and Oswego Midland Railway." With your road joining the Grand Trunk Railway, and extending to Long Point, the most direct and quickest route of travel and transport between New York and all points west and north of Belleville, will be obtained ; or in other words, the *uncertain* portion or lake navigation, will be reduced to a minimum, and the *certain*, or rail distance correspondingly increased. The enormous quantity of sawed lumber which now finds its way from Trenton and neighborhood, to Oswego and Cape Vincent, principally in sailing vessels, passes down the tortuous Bay of Quintè, and across the lake, a total distance of about one hundred miles, subject to all the delays arising from baffling winds or calms, and crooked channels. By the rail, this difficulty will be obviated, and the sailing vessel take its cargo and departure in open water. The extremity of this point can with little expense be converted into a harbor of refuge, being protected in an outward direction, from the storms of the lake by Drake and Gull Islands. The navigation of the Bay of Quintè does not remain open more than seven months of the year, while at the Long Point terminus at least ten months may be counted on.

A deep water connection can also be had at Sloan's farm lot No. 6, Prince Edward Bay, which would be almost landlocked as against storms on the lake, and in which an entire fleet might ride safely at anchor.

The attention of New York capitalists and railway men will no doubt be directed to the air line connection which your road and the New York and Oswego Railway will furnish, from that city, to a point of junction north of Trenton,

with the great Canadian Pacific road shortly to be built, and the fine opportunity which will be presented for tapping its traffic and conveying it over the shortest route to New York.

The length of line from Pieton to Long Point, following the route before indicated, may be placed at nineteen miles; assuming a like expenditure for work per mile as before, the road bed and permanent way will cost.

|  |                  |
|--|------------------|
| 19 miles at \$15,000 per mile.....     | \$285,000        |
| Station buildings, and extra cars..... | 15,000           |
|  | <hr/>            |
| Making a total of.....                 | <u>\$300,000</u> |

The rolling stock of the first division will also apply on this extension, and but little extra expense need be incurred for some years to come, in this respect.

It is presumed the government and municipal bonuses would also apply on the mileage of this section, in which case there will be a deduction of \$95,000, leaving a balance to be provided of \$205,000, and requiring an annual amount of \$14,350 to meet interest on the bonds.

|   |                 |
|---|-----------------|
| To provide this sum, we have the postal subsidy from government on 19 miles.....  | \$1,900         |
| On a through route like this, it is not too much to assume that for the 250 working days of the ten months, there will at least 100 passengers per diem, pass over the road, coming and going, which would bring a net revenue for the 19 miles of..... | \$5,000         |
| The through freight revenue on grain, lumber, minerals, etc., will probably bear a proportion to passenger traffic of 3 to 1, or say.....   | \$15,000        |
|   | <hr/>           |
| Making a total of.....  | <u>\$21,900</u> |

or in round numbers \$22,000, giving a surplus of over \$7,600, per annum, after meeting interest on bonds; a balance which could be appropriated to meeting the annual expenditure on the cost of harbor construction.

|   |                |
|---|----------------|
| If we now take the whole line in one view, the entire cost will, including a moderate quantity of rolling stock, amount to..... | \$959,000      |
| From this deduct government and municipal bonuses..   | <u>261,550</u> |

|   |           |
|---|-----------|
| Leaving amount to be raised on bonds.....   | \$697,450 |
| At the usual rate of seven per cent there will be required to meet interest.....  | \$48,821  |
| Applying the American rule, that each head of the population contributes \$7, directly or indirectly, to the traffic, per annum, and allowing 60 per cent for charges, there will be a net revenue from this source of..... | \$ 56,000 |
| Postal subsidy for 50.62 miles @ \$100 per mile.....  | 5,620     |

|  |           |
|--|-----------|
| Making a total of.....   | \$ 61,620 |
| and leaving a balance of profit, after meeting all charges of about \$12,800 yearly. |           |

In this estimate no account has been taken of through traffic with the United States.

Taking in the next instance, a more modified view of the rate per head of the population, and placing it as before at \$4.50 for each person, the following will be an approximate estimate of the revenue.

|   |               |
|---|---------------|
| Amount of interest to be provided, as before.....   | \$ 48,821     |
| Net revenue to be derived from 20,000 people at \$4.50 per head, and allowing 60 per cent for traffic expenses..... | \$36,000      |
| Postal subsidy as before.....   | 5,620         |
|   | <u>41,620</u> |

|  |          |
|--|----------|
| Leaving a deficit of.....  | \$ 7,201 |
| or say \$7.000 per annum, to be provided for by the returns from through traffic with the United States. |          |

That this traffic will amount to considerably more than the above balance, and that the estimate of \$4.50 per head is under-estimated, I have no doubt. With the railway in operation, giving ready access to all parts of this beautiful county, it will become a favourite resort for summer tourists in search of health, or pleasure—of the first, from the delightful climate, and refreshing lake breezes which sweep over its surface—of the second, from the picturesque scenery unfolded by its deeply indented coasts, land-locked bays, and lakes, affording such admirable facilities for boating, fishing and other amusements.

An estimate, to be framed with precision, will require a thorough instrumental survey of the various competing lines, and additional time for acquiring a more extended acquaint-

ance with the resources of the county, and of the lumber export trade of the Trent valley, than was given in the hurried visit recently paid this very interesting portion of Canada.

I have, however, given you the results of the cursory investigations then made, in as concise and simple a manner as possible, keeping safely within reasonable limits in every respect.

I now come to the consideration of the municipal assistance which you expect from the county, viz., a bulk sum of \$87,500, for the Picton branch. It is also stated that this amount will be supplemented by a grant from the government of Ontario of \$2,500 per mile, for the same extent of line.

As has been seen from the foregoing, this amount of aid will barely place the enterprise on a bond basis. Two years since, when the price of iron and labor was considerably less than now, this amount of assistance would have been sufficient to place it in a much stronger financial position than at the present. It is not asserting too much to state, that with the existing value of iron and labor, your road will cost from \$3,000 to \$4,000 per mile more than it would have done even two years ago.

Assuming that no assistance can be obtained from the county of Northumberland, or local aid from the villages, the actual amount of your bonuses will be but \$5,000 per mile, when spread over the entire length of line from the Grand Trunk Railway to Picton, on a total cost of \$20,840 per mile.

This amount when compared with the assistance obtained by other roads, is extremely small.

Taking several railways for comparison, we find the "Montreal and City of Ottawa Junction," now under construction, has \$6,000 per mile of government and municipal aid, on an estimated cost of \$17,000 per mile or over 35 per cent.

The "Montreal Northern Colonization Road" has similar aid, to the extent of \$22,500 per mile, on an estimated cost of \$30,000 per mile, or 75 per cent.

"The Montreal and Quebec North Shore," has a like assistance. The "Kingston and Pembroke," "Brockville and Ottawa," "Canada Central," "Grand Trunk," and "Great Western" railways, have also received from 30 to 50 per cent of their cost, in assistance of this character.

Your road will have scarcely 25 per cent.

It would have been more satisfactory, both to your Company, as well as the engineer, had this moderate rate of aid been slightly increased, or to an amount corresponding more closely with the proportion other roads of a similar character receive, say 33 per cent of the cost. The increase would not have been felt by the ratepayers, and at the same time the bonds would have been materially strengthened.

The construction of this entire road, will cause to be spent in wages paid out, and in the county, at least \$500,000. It will thus be seen that the tax-payers will receive back the amount of their bonus, \$135,000, with the large sum of \$365,000, additional, and have also the railway to the good, with all its great advantages and beneficial results.

To describe or enumerate these advantages, would be but to relate the "oft told tale," from the time of Stephenson down to the present, and which all parts of the civilized world have realized to their immense profit and good.

The supposition that the wide-awake inhabitants of old Prince Edward county, require information as to the benefits this road will confer on them for all time, or the extent to which their interests will be promoted, even by its construction, would be derogatory to their character for intelligence, or shrewdness, and need not therefore be attempted.

The success of the project is now left in their hands, to be confirmed, it is confidently expected, by an almost unanimous vote in favor of granting the moderate assistance of \$2,500 per mile, in aid of, to them, this most important enterprise; I say *almost unanimous*, because like all other communities, you no doubt have a few *ancient fossils* left, who cannot recognize the fact that they live in the progressive nineteenth century;

preferring the dangerous, slow, and expensive coaches of the past, to the safe, expeditious, and cheap transport of the modern rail system.

I have the honour to be,

Sir,

Your obedient servant,

CHARLES LEGGE,

*Civil Engineer.*

To

CHARLES BOCKUS, Esq.,

Picton:

Ontario.

