

MONTREAL AND NEW YORK RAILROAD.

The cost of the Montreal and New York Railroad, comprising both the Lachine and Caughnawaga divisions of the same, to the 31st Decr., 1852, amounts to £201,406 14s. 8d.

Assets in Original Stock, and funded debt, - - -	£149,637	10	0	
Floating debt - - -	51,769	4	8	
	<hr/>			£201,406 14s. 8d.

It now becomes necessary to provide both for liabilities incurred, and for future necessities, as follows:

Floating debt, - -	£51,769	4	8	
Lachine extension, -	4,013	13	1	
Cost of Ferry, - -	6,500	0	0	
Additional equipment } buildings, &c. }	10,000	0	0	
	<hr/>			£72,282 17s. 9d.

To provide at once for these liabilities and the future necessary engagements of the Company, it has been resolved to take advantage of the provisions of an Act of the present session of the Legislature, intituled, "An Act to authorize the Montreal and New York Railroad Company to extend their Road and for other purposes relative to the said Company," and to issue and dispose of Bonds of the Company carrying a mortgage on the Caughnawaga Division of the Road sufficient in amount to liquidate all present and contemplated demands; these Bonds have been prepared accordingly, and will be confided to the charge of Alex. Simpson, Esquire, Cashier of the Bank of Montreal, who is about to repair to Europe, and who has kindly undertaken the trust, and who has been invested with all necessary discretionary power to that effect.

The offer and assurances of business on the opening of the navigation, both from the Ottawa and St. Lawrence Rivers, and the connections which have been providently secured with New York and Boston justify the expectation of large and profitable returns to the Road in the ensuing business season.