

## REVENUE.

Assuming that 600,000 tons of merchandize will annually pass over the line, it will require an equal amount of register tonnage of hulls to carry that amount.

The revenue greatly depends on the manner of regulating the tolls, but the following general principles will be observed :—

1. To encourage and develop non-existent trade by low rates at first until the Railway is worked up to its full capacity.
2. To discriminate as to nature of cargo, its destination and distance travelled.
3. To compete with freights around Nova Scotia.
4. To make a charge on the hull as well as on the cargo.
5. To regulate the charges on the cargoes by weight, measurement or capacity.
6. To make special rates for regular running lines of steamers.

A fair general average rate would be fifty cents per ton on the cargo and ten cents per ton on the hull.

The revenue at this rate would be : 600,000 tons at 60 cents, \$360,000.

## WORKING EXPENSES.

It is obvious that the whole load transported is a paying one, excepting the cradle. That is to say if 1,000 tons weight be carried on a cradle weighing but 250 tons, as estimated, the paying load bears to the dead weight the proportion of four to one.

It is therefore a freight line wholly.

The speed slow.

Fuel cheap.

The line straight. Gradients almost level.

No station expenses.

The freight loads and unloads itself.

Works so substantially built that repairs and maintenance will be light.

The cost, therefore, of working will be but little more than inexpensive maintenance and locomotive power, added to the cost of lifting and depositing vessels from and to the docks.

The proportionate cost of locomotive power to gross earnings in English railways is  $17\frac{1}{2}$  per cent.

The transportation will cost about half a cent a ton per mile, the maintenance of the permanent way and works about \$1,700 per mile per annum, and the working of the machinery of the Hydraulic Lifts about \$20,000. A careful calculation of the whole cost of the working expenses shows they will come under 30 per cent. of the receipts. A considerable revenue may be derived from the Hydraulic Lifts at each terminus if used for cleaning and repairing vessels, and during the winter when the Railway will not be used for transportation purposes, any number may be placed on the Railway for the purpose of repairs, and at the same time give employment to the staff of mechanics during that season.