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 Picton 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 a $15,000 per mile	$285,000
Station buildings, and extra cars	15,000
Making a total of	$300,000

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

Making a total of..$21,900

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.. 261,550