

At ST. JOHNSBURY with the *Connecticut and Passumpsic Rivers Railroad*, and the entire system of railways connecting Canada with the New England States.

By means of the *Eastern Division* (from the Connecticut River to Portland), connections are made with the numerous seaboard railroad lines to the East and South, while near the entrance of the famous "Crawford Notch" it connects with the railroad running to the summit of Mount Washington, which, as a triumph of engineering skill, has no equal on the continent.

At this date, June 1st, 1873, 61 miles of the 117 are completed and in successful operation.

The balance of the line is under contract and well advanced toward completion.

The cost of construction—notwithstanding advance in iron—has been \$700 per mile less than original estimate; the cost of road \$15,000 per mile less than average cost of New England railroads.

Statistics prove that all New England railroads earn their interest obligations and operating expenses on a cost double that of the Vermont Division of the Portland and Ogdensburg Railroad.

The Passumpsic Railroad—which this road intersects at St. Johnsbury—has had till lately no through connections, and yet it has paid—except for a time when the net income was used for extension purposes—6 per cent. dividends upon its stock, and the same time interest upon its bonded debt, and laid aside annually a certain amount as a sinking fund for the redemption of its bonds.

Its success is wholly due to its *local traffic*; and yet, twenty-three towns on this road, north of St. Johnsbury, have a valuation nearly one million dollars less, than sixteen towns taken in course on the Portland & Ogdensburg Railroad, west of St. Johnsbury.

By this line, the distance saved over present routes, from Saratoga, Lake George, and Lake Champlain, to the White Mountains, will be 70 miles.

The widening of the Canadian canals, and the building of