

Freight charges on ton of freight on summer route, Montreal to Thunder Bay, water	\$ 5 00
Thunder Bay to Fort Garry, rail, 473 miles at \$3 per ton per 100 miles	14 19
	<u>\$19 19</u>

ROUTE NO. 4.

Passengers.

Montreal, Ottawa, Pembroke, Georgian Bay, Sault St. Marie, Lake Superior, Thunder Bay, Fort Garry.	
Montreal to Pembroke, rail 200 miles, 3 cents	\$ 6 00
Pembroke to Georgian Bay, 210 miles, 5 cents	10 50
Georgian Bay Steamers to Thunder Bay	12 00
Thunder Bay, rail 473 miles, 5 cents	23 65
	<u>\$52 15</u>

The railroad from Pembina, like the North Pacific and Thunder Bay railroads, terminates on a lake and has no connection for six months out of twelve, consequently 2-5ths has to be added to their rates, as has been done in the case of the other two lines.

Freight per ton by this route from Montreal to Georgian Bay, 410 miles.	
Montreal to Pembroke, \$2 per 100 miles	\$ 4 00
Pembroke to Georgian Bay 210 miles, at \$3 per 100 miles	6 30
Georgian Bay to Thunder Bay, boats	2 00
Thunder Bay to Garry, 473 miles rail, at \$3 per 100 miles	14 19
	<u>\$26 49</u>

ROUTE NO. 4.

Continuous winter and summer. Continuous railroad from Montreal to Manitoba, 1200 miles. Passenger rates, 3 cents.	\$36 00
Freight at \$2 per ton per 100 miles	24 00

ROUTE NO. 1.

Suppose three-quarters take the water route in summer to Duluth, Glendin, Pembina, to Garry, and one-fourth during the winter the Chicago, St. Paul and Ranter, the average per ton will be

ROUTE NO. 2.

Suppose three-quarters take the water route in summer to Thunder Bay, and rail from there to Manitoba, and the remaining quarter during the winter via Chicago, St. Paul and Pembina, the charge will be per ton

ROUTE NO. 3.

Suppose as in the above cases, three-quarters pass on the Ottawa, Georgian Bay, Sault St. Marie and Thunder Bay R. R. to Garry, and one-quarter through the United States in winter the charges will be

Thus it will be seen that building a railroad 473 miles from Thunder Bay to Fort Garry, at a cost of about \$50,000 per mile, equal to about \$23,650,000, (interest at at 5 per cent would be \$1,182,500,) would make a saving of only 6 cents per ton, and increase to the country the amount of the annual interest on the cost of the road equal to \$3.86 per ton over and above that of the American line. Supposing 1,000 tons, pass on the route daily, the loss—in round numbers—would be \$1,158,000 per annum, and we would

\$49 46