

ports are for fine goods—99,500 tons. For all this portion of goods a comparatively high rate of freight could readily be obtained. If we estimate the real value of these fine goods at 70*l.* per ton register, the freight at the above rate would not exceed 3*l.* 4*s.* per cent.: a rate very reasonable indeed. The preceding estimate of tonnage employed in carrying fine goods is exclusive of all that goes through the United States to British North America. The ships to and from New York, &c., carry a large portion of transit merchandise to and from Canada, and which is classed as trade between the United States and the United Kingdom. The tolls collected by New York Canals were in 1851 (Andrews, p. 32), in Canadian merchandise, about 800,000 dollars.

Additional
revenue
from pack-
ages, &c.

Besides the above source of revenue, there is all the remaining cargo tonnage outwards, and all the cargo tonnage homewards, to look to for additional revenue, which, at low rates, must yield a large sum yearly. In the value of the homeward articles, freight is well known to be a principal item. To all this portion of heavy tonnage must be added not only all intercolonial freights, but also the amount that at present goes and comes through the United States, but which would readily take a nearer and cheaper route. To these sources of revenue there remains to be added the income to be obtained first, from packages and parcels, and next, from passengers. Let us see what this might amount to in twenty-six voyages yearly, and the moderate number of passengers and moderate rate of fares here taken:—

Estimated revenue.				£	s.	d.	£
	1st class passengers, average	60—80	at	16	16	0	...
	2nd "	"	30—60	10	0	0	...
	3rd "	"	50—250	7	0	0	...
	Freight goods, average	1100	outward and homeward	...	...	...	...
	Parcels and packages	...	...	...	...	...	...
	Intercolonial freight and passengers	..	...	...	...	...	...
							13,750
							£141,051

In addition to this there would be a subsidy from the Colonial Governments.

Surely, with such a great and certain field open, such a line of steamers would be a safe undertaking, independently of all future