

that article alone. The intrinsic value of the road, therefore, with its appurtenances and equipments, at this time, may be fairly estimated at fifty per cent. beyond the original outlay, or equal to £150,000 currency.

Although the experience of the three months, commencing 20th September, 1852, cannot be regarded as any criterion of the business of the road, yet the business done, during that period, holds out the most encouraging promise. During that time, large parcels of freight offered, which we were obliged to refuse, partly from inability to convey it and partly from the want of sufficient buildings for its reception and protection from the weather. At that late period of the season it was impossible to form running arrangements or connections with other roads, whose arrangements had been already made, and the route being new had not attracted the notice of the travelling public. The earnings of the road during that period amount to £4627 10s. 1d. currency. It is, however, right to notice the eagerness with which the rural population flocked to the road. The market trains run for their accommodation were thronged with passengers and produce. It should be observed that the road passes through two of the most populous counties of Lower Canada, Huntingdon and Beauharnois, each, according to the census of 1852, containing upwards of 40,000 inhabitants, densely grouped on both sides of the line, and which, according to the same census, produce a larger quantity of grain and products of the dairy than any other counties in the Province. By the proposal already made, there can be no doubt that all the expectations already formed will be realized, and that the amount of business done will be only limited by the amount of accommodation we can afford.

THE STEAM FERRY BETWEEN LACHINE AND CAUGHNAWAGA.

The complete success of this experiment is a source of just congratulation. That the winter ferry can be maintained with