

same time be observed, that no account is taken in the above statements, of the coarser tonnage resulting from lumber, iron, and the grosser products of the farms, and manufactories along the Line, which item is represented in the foregoing Estimate by "400 tons of ordinary freight in both directions, at \$4.00 per ton."

That this item will be comparatively free from all railway competition, and that it has been very much underrated in the above estimate will, I think, be admitted by every one who is in any degree familiar with the subject.

Taking the item of lumber alone, and assuming that only fifty per cent. of the 266,790,000 feet B. M., annually prepared for market along the line, is hauled over the road, and that only 8,000 feet B. M., are loaded on a car, there will be 16,668 car loads per year, or an average of 53 car loads, equal to 530 tons per day, from this source alone.

When to this is added the tonnage resulting from hard wood timber, such as is hauled to so great an extent over the Quebec and Richmond Branch of the Grand Trunk Railway; the product of the numerous iron ore beds along the line; the immense amounts of hay, potatoes, oats, peas, cattle, &c., &c., that are yearly produced for sale and exportation by the farmers along the line; together with the products of the numerous Tanneries, Flouring and Paper Mills, Foundries, Woolen and Nail Factories, and the Machine Shops along the line, it must appear quite evident to any unprejudiced mind, that this item of coarser tonnage will be equal to at least 1000 tons daily in both directions over the road, independent of the Piles Branch; and that the increase in this item will much more than compensate for any loss in earnings, that may result from the competition above referred to.

I have no additional statistics to offer respecting the probable traffic and earnings of the Piles Branch; and can only repeat my well settled convictions, that the estimated