

on their wheels on the railroad, or as before observed they may be run bodily into the barges, and when loaded drawn out again.

2o. Because the waggon will be fully loaded, each carrying 2000 ft. of lumber or about 3 tons of paying weight against only 1 Ton of dead weight, which will be the weight of the truck required to carry this quantity.

3o. Because, the cargo will always be made up equal to the full power of the locomotive, and as a speed of 10 or 12 miles per hour will be quite sufficient for these trains, a much larger amount of tonnage will be carried for the same cost of fuel wear and tear of road and rolling stock, than by the trains running 20 miles an hour.

4o. The liability of the Company for damage to this description of traffic is reduced to the minimum.

Taking then the cost of general merchandise at .015cts per ton per mile, the cost of lumber will be .0075c, and as 1000ft. of lumber on an average will weigh $1\frac{1}{2}$ Ton the cost per 1000 ft. will be .0113 cts per mile. From Doucett's Landing to the quay at Phillipsburg will be 100 miles, and the cost per 1000 feet for this distance will be \$1.13cts., but to this I add 60 per cent which will bring the tariff of the Company to .0180 per m. per mile or \$1.80 from Doucett's Landing to Lake Champlain.

The Richelieu Navigation cannot compete with these prices, putting altogether aside its uncertainty, its long duration and the limited period of the year that it is open.

Supposing therefore that from the district north of Three Rivers, and the St. Francis and Nicolet Rivers, we only get $\frac{1}{4}$ th part of what is now sent from Ottawa to the States, this will represent 30,000,000 feet per annum; and there is no reason why this quantity should not be greatly exceeded, for there is no quarter of the Dominion from which the Lake Champlain can be reached so cheaply as that within reach of the proposed line. These 30 million feet per annum conveyed over say 80 miles of line, at .018 ct. per m. per mile, will give \$1.44 for the 80 miles, and this by 30,000 a revenue of..... 43,200

Less the charges against it of 80 miles x .0113 x 30,000..... 27.120

Leaving..... \$16.080
Add to this the balance on general merchandise..... 42.480

and we have, total balance..... \$58.560