

costing for hardwood an average of over 17s. 6d per cord.— Along 20 miles of the line of the Railway, say from 30 to 50 miles from Montreal, hardwood could be delivered in any quantity at 5s. per cord, giving a handsome profit to the supplier. From this distance the wood could be brought for 7s. 6d. per cord, paying the usual Rail Road tariff, and the Committee believe that, by selling wood at 12s. 6d. per cord, one-fourth the supply of Montreal would pass over their line, yielding the large sum in tolls of £9,250.

The carriage of the Mails would also give a probable average of £1,000.

The recapitulation of the foregoing amounts is as follows :—

Passengers.....	£18,780	0	0
New England Tonnage.....	3,125	0	0
Eastern Township Tonnage.....	4,000	0	0
“ Cattle.....	1,000	0	0
“ Pork, Horses, Sheep.....	1,550	0	0
“ Salt.....	750	0	0
“ Potatoes.....	5,000	0	0
Sawn Lumber.....	3,000	0	0
Seigniorial Tonnage and Agricultural Products...	7,250	0	0
Cordwood.....	9,250	0	0
Mails.....	1,000	0	0
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	£54,705	0	0

In the foregoing estimates it will be observed that the *present* position of affairs only has been considered. The Committee have, however, every confidence in believing that the construction of the Railway would cause an immense and immediate increase to every present branch of business and industry, and a correspondingly beneficial result to the Rail Road proprietors.

The Committee have further not adverted to the great national object of removing by this Rail Road, the natural difficulties under which the whole of Canada suffers by the interruption of its trade during the winter. The policy of enlightened nations is now conceding facilities for the passage under bond,