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lowest cost of transport for the same to Albany would have been seventy-four cents, (and often reaching a dollar) per barrel, thus leaving a difference of forty-four cents in favor of Montreal. The Rail-road from Montreal to the lines will have a most favorable gradient, not over fifty feet ascent per mile in any section, and generally level; the Boston and Albany road has to ascend eighty-four feet per mile in some parts, and generally has heavy grades to surmount; but the distance from Albany to Boston is only 202 miles, whereas it will be from Montreal, 320 to Boston, and 270 to Portland, but the difference of grades will make up for the increased distance, the increase of the power of traction of each engine on the level road being as 320 to 180.

The superiority of the St. Lawrence Route from the West being thus incontrovertibly shewn, being the most speedy and cheap, and the St. Lawrence and Atlantic Rail-Road being nearly if not quite on a par with the Western Rail-Road, it becomes necessary to inquire into the traffic likely to take place on this Road.

#### BY THE ERIE CANAL,

the Cost of transportation of a barrel of Flour to Albany,

From Cleveland, as above is at the lowest rate	-	074
Albany to Boston,	-	30

Freight to Boston,	\$1,04
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If forwarded to Portland,	-	12½
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Freight to Portland,	\$1,16½
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#### BY THE ST. LAWRENCE.

Freight from Cleveland to Montreal,	-	030
By Rail-Road to Boston,	-	054

From Cleveland to Boston,	-	0,84
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" Cleveland to Montreal,	-	030
By Rail-Road to Portland,	-	050

0,80

Difference in favor of the Montreal and St. Lawrence Rail-Road Route, even taking the lowest rates by the Erie Canal,

To Boston per barrel,	-	020
To Portland, "	-	0,32½