
THE MATANE AND GASPE RAILWAY

is comparatively light and easy of access, since it follows the highway known as the Maritime road for its full length, almost upon the level of the seashore, and possesses the advantage of wharves, etc., at a number of points between the termini.

By starting work upon the section at four different points it is hoped to complete the whole 30 miles in a few months.

The earnings of the road will naturally be large from its very opening. This follows, necessarily, from the fact that it will serve a well populated section of the country, and every mile of line opened up will furnish traffic, the country being totally settled throughout the whole projected line.

While any figures that might be submitted as an approximate statement of earnings and operating expenses might be considered largely conjectural, the following memorandum is based on the population per mile of the district to be served, in comparison with that of the Quebec and Lake St. John Railway, which traverses, for one half of its length a mountainous and unsettled district, and has opened up and developed, at its northern terminus, a vast agricultural area around Lake St. John.

Estimate of Traffic

(Based on per capita proportion of population per mile to Quebec and Lake St. John Railway)

Passenger Earnings.....	\$ 32,984 00
Freight "	89,241 00
Mail "	2,668 00
Express "	3,000 00
	\$127,893 60
Less 50 per cent. for operating expenses.	63,946 80
	\$63,946 80