

made by the Plattsburgh and Montreal Company, will suffice for the spring business, but a considerable addition will be required before next autumn.

Under existing arrangements with the Plattsburgh and Montreal Railroad Company, the whole road from Caughnawaga to Plattsburgh is operated under one superintendence. The earnings form one fund, from which are first defrayed the expense of general management and the expense of running the roads. The nett earnings are to be divided between the two Companies on the mileage principle, or in proportion to the length of each respective road. The proportion of expenses will be governed by the same principle. Each Company will maintain its own road, and provide and keep in order its proportion of motive power and rolling stock; which, nevertheless will operate indifferently over the whole line of the road. It is agreed that each Company shall compensate the other, at a settled rate, for extra use of stock and machinery or motive power, whenever extra services may be required.

It is believed that this arrangement will prove highly beneficial to both parties. It will ensure simplicity, uniformity and economy to the management, and it will impart harmony of action and an identity of interests to two companies whose interests are inseparable, and whose prosperity depends on a mutual and well assured good understanding.

The cost of construction and equipment of the Caughnawaga division of the Montreal and New York Railroad to the 31st December, 1852, has been as follows:

Land damages and expenses, - -	£ 3793 11 0
Grading, Superstructure, Engineer- ing expenses, Ballasting - - }	62717 11 8
Equipment, - - - - -	13745 13 9
Wharves, Buildings, Fencing, - - -	5940 16 2
Incidental expenses, Interest, &c. -	2110 13 3
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