

VI.

CONFIRMATORY EVIDENCE.

We will now endeavour to ascertain how far the information obtained during the present year, confirms the data upon which the foregoing estimate was based.

Referring again to the foregoing statistics, and assuming the business of the small class coasting boats, to average one third of the through distance, and that their passengers were one half first class, and one half second class ; and assuming also that the average car load of freight equals only eight tons, we shall have the following aggregate daily through movement of passengers and freight, in both directions, by the means therein specified, between Quebec and Montreal, including intermediate points :

881 first class passengers.
527 second class passengers, and
464 tons of freight.

Assuming that the North Shore Railway, by reason of its superior advantages, will relieve this portion of the Grand Trunk line of at least two thirds of its through business ; that it will only divide the business equally with the Richelieu Steamers ; and that it will relieve the smaller coasting Steamers of two thirds of their present traffic, the following will show the proportion of this business that will naturally come upon the Main Line of the North Shore Railway, to wit :

510 first class passengers.
329 second class passengers, and
276 tons of freight.

From which it will be seen that the business estimated