

heaviness on the poorer classes; with the cheap wooden railway in operation, the whole subject is reversed, by practically bringing the points of demand and supply together, and thus more nearly equalizing the two. The new settler at once obtains a proper remuneration for the labour of felling the timber (*his first crop*) and in this manner maintains his family, during the time the clearing is in progress—soon rendering his land fit for cultivation, and self supporting. The market and money brought to his door for the wood, applies also to the agricultural products of his farm, and with ordinary industry, a few years will find him in comfortable circumstances. The railway built on the plan proposed, will tend more than any other means which can be adopted, to the rapid colonization of our wild lands, and so both keep the native population in the country, and incite immigration. Without the railway and its attendant advantages, the back woods-settler has but a life long struggle with poverty and toil, and frequently succumbs at an early age, in the hand to mouth conflict, or leaves the country in disgust, for the prairie land of the West.

Supposing the railway in operation, it would not be too much to assume that at least one half the wood required by Montreal, could be furnished by it, or say 80,000 cords per annum. The average price of wood at the point of supply would probably soon double, or reach two dollars per cord. To this add two dollars as the cost of transport and profit to the railway company, and an additional dollar for profit to the wood merchant. The total cost of the wood delivered at Mile End or Hochelaga would reach but five dollars per cord, or say one dollar fifty cents less than it now sells for in the city. By this yearly transaction in the one item, \$160,000 have been paid out to the farmers, or at least \$80,000 a year more than they now obtain, supposing they find a local market for the above quantity of wood, which they do not. The railway company has made at least \$40,000 more, in addition to the freight charges, while the citizens of Montreal have at the same time saved \$120,000, by the reduction in price.

The counties of Terrebonne and Two Mountains, according to the census of 1861, produced in wheat, oats, barley, rye, pease, potatoes, &c., &c., the large quantity of 1,828,649 bushels per annum; an amount no doubt now greatly exceeded. It is of course a difficult matter to determine how much of this produce finds its way to the Montreal markets. We may perhaps assume that one half, or 900,000 bushels will do so, and that the railway would be in a position, running centrally through the two counties, to command one half of that amount, or 450,000 bushels.

The Honourable John Young, in the course of his speech at St. Jerome, a short time since, shewed that the cost of transport of one bushel of grain from that place, to Montreal, a distance of say 30 miles, was ten cents, or about the charge of transport from Chicago to Montreal, a distance of 1,200 miles. He demonstrated, also, that with the railway in operation, the cost of transport would be reduced to two cents per bushel, putting the extra eight cents on each bushel into the pocket of the farmer; or for the 450,000 bushels supposed to be carried by the railway, \$36,000 per annum would accumulate in the country over and above the amount obtained under the present arrangement, while the Railway Company would reap for its services \$9,000. In the item of hay, for instance, a great profit to the farmer would arise by having this bulky article compressed and forwarded to market by railway.

The population of the three counties of Terrebonne, Two Mountains and Laval, traversed by this railway, according to the last census of 1861 amounted to about 48,000 souls; of course the number is now much in excess of that estimate. During the six summer months in each year, some 24,000 people pass over the bridge at St. Rose, and during the six winter months the number is largely in excess of the summer travel. But assume the total number at 48,000, or equal to the population of the three counties, and that each of the population pay an annual visit to Montreal; suppose also that at least one half of the number availed themselves of the railway, each paying twenty five cents coming and going, or fifty cents for the round trip, averaging say thirty miles; the total revenue derived by the Railway Company would be \$12,000, or probably much less than the same number now paid for bridge tolls alone.

These estimates have a large margin in their favour, and besides cover but a portion of the traffic which would be accommodated, or be brought into existence, with the facilities offered by the railway. The banks of the beautiful North river, in the neighbourhood of St. Jerome: the picturesque lakes, and glens of the Laurentides, as well as the sylvan spots of the Rivière des Milles Isles, and Rivière des Prairies, would soon be studded by villas and summer residences, with easy access to and from the city, rendered possible by the railway. Every farm, for miles on each side of the route, would be doubled in value, immediately on the passage of the first train. The water power now running to waste, would be turned to useful account in manufacturing operations, and in turn react on all other branches of industry. The rich plumbago, iron, and other mines in the Laurentian district, would at once assume a new or enhanced value, and a fresh aspect be put on the whole face of the country.