

much less than that generally allowed in calculations of this description and particularly as I have admitted no increase whatever for the last twelve years, and moreover the large proportion of all produce coming from the counties of St. Hyacinthe, Bagot, Yamaska, Nicolet and Three Rivers will go over a far greater distance than I have assumed, as the average center of all these counties is about 70 miles from the States' end of the line.

Besides the omission of the county of Richelieu you will notice that I have made no allowance for the county of Drummond, nor for any back traffic whatever from the upper to the lower end of the line, nor for a variety of other items which are certain to come on the road, viz. live stock of all descriptions, beef and pork in barrels, eggs and poultry, cheese and butter, maple sugar, wool, fire wood, hemp and flax, cloth and linen, subsidy for carrying the mails (for no part of the Dominion can have worse postal accommodation, than the counties through which the lower part of this line will pass), tolls on the large bridges, small parcels, &c., &c., all of which articles it will be seen by the table annexed are produced on a considerable scale and which will be increased three or four fold as soon as a cheap communication is established to the best markets, which at present can only be reached at a price which crushes both the manufacturing and agricultural energy of the people, and prevents the developement of the country.

I would earnestly entreat the attention of the Farmers of this country to the following important facts. At the present moment it costs the farmer at least 30 cents to move one ton, or 50 bushels of grain one mile; by the rails, it will cost 3 cents to do the same work; the difference will be as great for potatoes and root crops taking the weight per bushel to be about the same, besides the advantage of being able to send these things, long distances without spoiling, owing to the rapidity of transit. Hay will cost 2 cents per ton per mile, or can be transported the whole length of the line, 100 miles for \$2 per ton.

All through the spring months, at Phillipsburg, hay was worth \$16 per ton, this alone would enormously increase the value of the hay producing farms; and this difference in price between the markets of the States and the value of produce along the line, is not an accidental circumstance, but always exists, and would all pass into the pockets of the producers in this country if he could reach those markets. Surely with these figures and facts, and the experience of other lines in proof of them, the sophistry of