

Montreal to Aylmer, an approximate estimate of the cost of construction, including rolling-stock, station buildings, &c., may be placed at \$30,000 per mile.

Taking now the entire length of line from Aylmer to outlet of Deep River, so as to command the maximum of land grant, we have,

100 miles by \$30,000 per mile  
equal ..... \$3,000,000

From this must be deducted the land grant, which at the lowest valuation should command \$200 per acre, a rate recently obtained by the Government for timber limits at public auction.

100 miles by 10,000  
acres per mile,  
equal 1,000,000  
acres at \$2 per  
acre ..... \$2,000,000

Pontiac Municipal  
vote ..... 150,000

\$2,150,000

Leaving balance to be provided  
by issue of bonds of ..... \$850,000

This amount at 7 per cent, will require an annual outlay to meet interest of, say \$60,000.

In sparsely settled new sections of the country it is considered a safe rule to assume that every individual of the population within a belt of fifteen miles on each side of the railway will contribute directly and indirectly the sum of \$7 to the traffic.

From the census returns of 1870 and 1871, the population of the County of Pontiac is placed at 15,810. To this should be added the Township of Eardly in the County of Ottawa, through which the road passes, numbering 1,120; and we have a total population on the north side of the Ottawa, dependent on the road of 16,930, or say 17,000 souls.

Applying the usual rule of \$7 per head, the gross receipts from ordinary traffic will give ..... \$119,000

This will be the Postal route for the country above Ottawa City, and should, with express receipts yield \$100 a mile per annum, or ....

10,000

A region so rich in scenery, and as yet but little known, will during the summer months command a large

tourist travel, while at other seasons of the year large numbers of lumbermen will pass over the road, to and from the shanties in the interior, and together with the proportion of supplies which they will require and to be transported over this line, we may confidently anticipate that the through traffic from these various sources will amount to the usual proportion of  $\frac{1}{4}$  of the general traffic, or say.

30,000

\$159,000

In round numbers a total  
local gross revenue of .... \$160,000

The low grades on this line, will render the working expenses comparatively light. We may therefore assume that 60 per cent of the gross earnings, or \$96,000, will cover the cost, and deducted from the total receipts \$160,000, there will be a balance to meet interest on bonds of \$64,000.

It has been shown, however, that the interest account will amount to only \$60,000, thus obtaining an annual surplus of earnings of \$4,000, with ordinary legitimate local traffic alone considered, and without including the revenue which will be derived from transport of sawed lumber and minerals.

With reference to the first of these items, it would be difficult to establish a limit to the amount of business which will be brought into existence by the facilities for cheap and rapid transport to market, where none now exists. As an illustration, reference is made to the Brockville and Ottawa road, running from the River St. Lawrence to Sand Point, a locality on the Ottawa River opposite our proposed railway. This line with a short branch to Perth, about 84 miles in all, and just touching the great lumber district as it were, during the year 1872 received for freight on account of this item alone, the considerable sum of \$83,521. Now, with the extension of the Montreal Northern Colonization Railway to a distance of 100 miles, parallel with or touching the Ottawa at many points, and entirely through the lumber country, with a through route to Montreal of at least 40 miles shorter than *via* the Brockville and Ottawa line, it is surely not assuming too much to claim a far higher revenue from the transport of sawed lumber than the amount mentioned, or a sum exceeding the