

The Receipts of the Industry Village and Saint Lawrence Railroad last summer exceeded £1400, nearly £500 of which was received from Passengers, and it is fair to presume at least two-thirds of this traffic would pass down your Road, and the traffic from St. Jacques and other places in its vicinity, which owing to the bad state of the Road between them and Industry, at present reaches Montreal by way of L'Assomption or Saint Sulpice, will, on the completion of your Road, be diverted, and pass down the same to Industry Village, reaching Montreal by way of Lanoraie; and with reference to the freighting business forming the balance of the earnings of the Industry and Saint Lawrence Road, it can fairly be presumed, when taking into account the increased facilities for lumber and other manufactures, together with the comparative length of Road, that your Road must earn as much as that of the Industry and Saint Lawrence.

Taking even the low figure of the last summer's receipts of the St. Lawrence and Industry Road as the probable receipt of your Road, and allowing that Company even $33\frac{1}{3}$ per cent. of the gross receipts for working your Road, leaves £934—the whole cost of your Road being but about £6,500—will give a dividend of at least $12\frac{1}{2}$ per cent. the first year beyond all expenses; and I am confident from the knowledge I have of the resources of the country, that, that is rather under than over the mark.

I beg to submit a Map of part of the country lying north-east of Montreal, on which I have laid down a proposed Line from Montreal to join your Road; this Line will pass by the extensive quarries of Terrebonne, and by the large and rapidly increasing villages of Terrebonne, Mascouche, Saint Roche and Saint Jacques, and will at Terrebonne receive the traffic from New Glasgow, Saint Thérèse and other large villages in the neighbourhood.