

equitable, so that whatever loss or profit might accrue on the steamers could be ascertained. The amount of the through tariff was, with this object, determined by making the charge on Lakes Michigan and Huron in fair proportion to the usual charge from Chicago to Buffalo, which, by steam around the Lakes, has usually been \$10 for first class, and from \$1.50 to \$3 for deck passengers, and from \$3 to \$3.50 per ton, as an average for freight—the distance between Chicago and Buffalo being nearly 1200 miles, and from Chicago to Collingwood only 530 miles, I considered \$5.50, \$3, and \$1.50, as a proper charge for three classes of passengers—(first, steerage, and emigrant,)—and \$2.50 per ton as a sufficient average rate for freight. To these rates I added \$2.50 and \$2 respectively for first and second class passengers, and \$2.50 as an average charge per ton for freight over the road, and thus made out the present freight and passenger tariff, which only require sufficient quantities moving in both directions to make the business remunerative to all departments engaged in the trade.

The tariff on Lake Ontario was made by Messrs. Fitzhugh & Littlejohn, and is equivalent to corresponding charges made by other lines.

In view of the peculiar position in which your road is placed, having no other connecting lines of railway, nor large towns save Toronto to serve, and depending on the great lakes for its most important business, it is of the utmost importance to decide to what extent a steamboat service should be established in your connection and on what basis. In my opinion this subject is of sufficient importance at the present moment to recommend it to your serious deliberation.

I do not desire to be understood as advocating the permanent owning by the Company of the floating facilities requisite to bring and carry away your business; but I