

embankments, fencing, permanent way and iron rails, rolling stock, station buildings, bridges and culverts, with Telegraph and the necessary instruments for properly and effectively working the same, in fact the whole line complete in conformity with the specification accompanying this report.

The question of traffic and the probable result in a commercial point of view of the working of this line is the next and most important question, and upon which my recommendation of the 3 ft. gauge is based.

This line must be looked upon as the farmers and lumberman's line. From the table at the end of this report it will be seen that the six counties through or near which the line will pass, produce per annum in cereals, 89,299 tons, in root crops 30,478 tons, hay 82,888 tons, or a total of 202,665 tons; this was the actual produce in the year 1860 and is taken as the present produce without any augmentation. The county of Richelieu is left out, although as I have before remarked, I think the company will find it advantageous to make the deviation to St. Aimé if the parishes lower down encourage the enterprise. The proportion of this produce which I consider likely to be transported on this line is as follows:

Articles.	Quantity tons.	Proportion on rails.	Quantity on rails tons.	Price p. ton p. mile.	Number of miles.	Amount.
Cereals.....	88,299	$\frac{1}{3}$	29,766	.03	30	26,789.40
Root crops....	30,478	$\frac{1}{3}$	7,619	.03	15	3,428.55
Hay.....	82,888	$\frac{1}{3}$	27,629	.02	40	22,103.20

Besides this I calculated on 70,000 passengers per annum over a distance of 25 miles 50cts. fare 35,000

Their weight with baggage at 200 lbs. per head will be 7000 tons, or a total weight of

72,014 tons producing..... \$87,321.15

The cost of transporting this at $1\frac{1}{2}$ cents per ton per mile for merchandise and $\frac{1}{3}$ of the total receipts for passengers, amounts to 44,840.40

or about 51 per cent..... 44,840.40

Balance..... \$42,480.75

The amount of produce which I have assumed in the foregoing figures as likely to come upon the road, is very