

pany's profit. Let us see what it would actually cost to unload at Port Dover, and reship at Hamilton, a cargo of say 10,000 bushels of wheat or corn.

Elevating into Warehouse, at 1-5th of a cent per bushel.....	£ 5 0 0
Loading and discharging Cars by Schutes, at same cost.....	5 0 0
Total cost of transhipment.....	£10 0 0

If the same cargo were taken through the Welland Canal, the figures would stand thus, computing the wheat at 37 bushels per ton.

Canal Tolls on 270 tons Wheat, at 2s 3d per ton,£	33 15 0
5 days Interest on cargo valued at £2,500,.....	2 5 0
Cost of towage, (average,) say.....	10 0 0
6 days expenses of Vessel, (always calculated and added to charge on freight,) at £9 per day, .....	54 0 0
	£100 0 0
Deduct expense of transhipment to and from Railway, .....	10 0 0
Leaving in favor of latter,.....	£90 0 0

Equal to 33-5 cents a bushel, which would, of itself, constitute a sum sufficient to pay the cost of transit deterioration of rolling Stock, and leave a handsome profit to the Company, and which might probably be reduced after a large business has been established.

It will be seen by these statistics, which every one acquainted with the forwarding business on the Lakes, can verify as a pretty close approximation to the truth, that so far as the transport of grain is concerned, the Hamilton & Port Dover Railway will be able to compete with the Welland Canal, even if the tolls were entirely abolished. There is no doubt but that flour, coal, and many other kinds of freight, may also be profitably carried over the Railway, if only proper appliances are adopted to save labour in removing it from the holds of vessels to the trains of cars, and vice versa, especially during the seasons when the canal is most overtasked. The following tables will give some idea of the magnitude of the grain trade carried on through the Welland and Erie Canals, which the Railway may profitably compete for at prices as low, or lower, than the cost and charges above enumerated for barely passing the Canal.