

£50,000 per annum, almost sufficient to build the Railway; and, that should fuel maintain its high price for two years more, every family, whose consumption of fuel annually exceeds 12 cords, will expend as much money, unnecessarily, as would purchase one or more shares.

The Directors cannot then but sincerely hope, that there are but few citizens in Quebec, both for their own interests and the general welfare of the City, who will not at once come forward, and form themselves into an ASSOCIATION for carrying out this enterprise; for, if they will but give it prompt support, firewood can be cut this winter, and the Railway completed and in operation next Autumn. It now rests entirely with themselves; and, in this instance, when a general benefit is offered to the City, where no monopoly is intended, or speculation contemplated, the undertaking surely will be viewed in its proper light, and ably supported.

It has been rumoured that this Railway was first proposed in order to benefit by its construction some persons possessing lands on the line of route. To this the Directors desire to give the most positive denial, as neither they, nor their Officers, possess, or did possess, a single foot of land through which the Railway runs, or even hold land within some miles of it; and only one of the present shareholders (living in the neighbourhood of Lorette), possesses land on the line of route. Had such been the case, the Directors themselves would have been the first to expose it; they supported the project because they (not being prejudiced) considered it a feasible, profitable, and praiseworthy undertaking:—And they take this opportunity of expressing their thanks to the present shareholders, for so liberally contributing towards the payment of the preliminary expenses