

and become, shortly after, stock of greatly enhanced value ; and this expectation is the more apparent from the certainty that the cars on the whole route will be loaded both ways, an advantage which few Rail Roads can possess.

The cost of constructing this Rail-road is unknown. The distance is supposed to be about 250 miles,* through an uncommonly level country, without the intervention of any ascents that would require stationary power,—except at Point Levi, near Quebec,—or of any impediment worthy of notice. But, taking as an estimate the expense of similar works in the United States, it is presumed, and confidently believed, that One Million, sterling, will be sufficient ; and that little more than half that sum will be ample, should Government make liberal grants in aid of the undertaking—for which, application has been made to His Majesty by petition.

An Act has passed the Legislature of New-Brunswick, without expense, incorporating "The St. Andrews and Quebec Rail-Road Company," with a capital of £750,000, divided into 30,000 Shares of £25 each, which, with a similar Act, to be passed in Lower Canada, with a capital of £250,000, will make One Million—the full amount of the estimated expense : or, the capital of the latter may be greater, if thought expedient.

When it is taken into consideration, that the proposed Rail-road, the track of which is indicated by the accompanying plan, will be through wilderness country, with a plentiful supply of all kinds of timber wanted in constructing the works, where few bridges or embankments will be required, and where the right of way can be secured at little or no expense, there can be little doubt that the estimate will be found to exceed the actual cost.

In the neighbouring States, Rail-roads are in the course of construction, of far greater magnitude, and with much less inducement from immediate prospect of profitable returns, and many of them have greater difficulties to encounter than the one from St. Andrews to Quebec, which latter the Association are induced to advocate, from the most careful attention they have been able to give it, as being one of the most splendid and promising routes, and one that possesses more graphic and

* This was the supposed distance, previous to the survey, but since the alteration in the route, from the cession of territory, it is estimated at about 340 miles.