

payable as each section of 25 miles and upwards is completed and ready for public travel ; no extra allowance to be granted for bridges, the length of which will be reckoned as part of the road. These roads are—

The Levis and Kennebec.

- " Sherbrooke Eastern Townships and Kennebec.
- " Richelieu, Drummond and Arthabaska.
- " Phillipsburg, Farnham and Yamaska.
- " Waterloo and Magog.
- " Missisquoi and Black Rivers Valley.
- " Quebec Frontier.
- " St. Jérôme Branch.

This class is estimated to be 620 miles in length, which I hope may be shortened somewhat, but at that figure, at \$2,500 per mile, would amount to \$1,450,000, deducting what has been paid on the Richelieu, Drummond and Arthabaska, and Gosford Railways. I am quite aware there are roads in this class which are more important for the interest of the Province than others, but I found it impossible to discriminate in such a way as to recommend different subsidies for different roads, and, besides, the Legislature in granting aid formerly treated all alike, and I feel bound to recommend the same course. I hope, however, the increased aid granted will be sufficient encouragement to secure the construction of the Railways most needed, and if, as I fully expect, there are some which will not be built, the aid granted will be retained in the Treasury, subject to appropriation by the Legislature, for similar or other purposes as may be found advisable. (Hear, hear.)

In the next class of Railways, which I call class C, are those Railways towards the construction of which land grants have been made, and aside from Railways leading from this city to Deep River. These companies may, on the prosecution of the work of construction of their respective Railways, receive the lands granted, upon compliance with the terms made in the law, but if said companies or any of them wish to surrender their land grant, and so declare their option, within one year, to the Government, in writing, they may receive instead of their land