

A very considerable part of the cost of the work will be labor from which an immediate return will be made to the city through the supplies required, and although the cost of the work will be very considerable, it is by no means large when compared with other undertakings.

Some idea of the comparative magnitude of the undertaking may be formed from Inspector General Hincks' work on Trade and Navigation, in which it is stated that the custom entry value of the exports and imports of the City of Québec for 1850, were £1,481,863, or nearly twice as much as the entire cost of the work, or about 56 times as much as will be required to pay principal and interest on the proposed work if built as here suggested.

That the port of Québec must grow in importance commercially, socially, and in every other manner, cannot be doubted, if once connected with the Atlantic coast by means of such lines of communication as will not be closed by the revolving seasons.

Major Robinson has reported that from Québec to Halifax a railway may be built, on which the business of a very large country may be carried on at all times of the year; my own examinations verify these assertions.

If then this railway is constructed, and there is no doubt it will be, sooner or later, suitable and adequate means must be provided for connecting with it.

The entire trade of the great upper country for nearly one half the year, must go over it.

From the nature of the country and the width of the river, the railway cannot cross the St.-Lawrence below Québec.

If then it does not cross here what is the alternative?