

Consulting Engineers.

Sir JAMES ALEXANDER, Kt., R. E.
Lieut. SYMONDS, R. E.
EDWARD STAVELY, Esquire, C. E.

Consulting Counsel.

Honorable HENRY SHERWOOD, Q. C., Toronto.
JOHN PRINCE, Esquire, Q. C., Sandwich.
B. C. A. GUGY, Esquire,
JOHN ROSE, Esquire, Q. C. } Montreal.

Solicitor.

GEORGE FUTVOYE, Esquire.

Bankers.

The BANK OF MONTREAL,
The BANK OF BRITISH NORTH AMERICA,
The CITY BANK,
La BANQUE DU PEUPLE,
The COMMERCIAL BANK,
The BANK OF UPPER CANADA, } Montreal.

Secretary.

JOSIAH TIMMIS, Esquire.

A careful examination of the country along the proposed Road, for the purpose of constructing a Railway from Quebec to Halifax, and also to Montreal, through the Eastern Townships, *via* Drummondville or Melbourne, with a Branch to Fredericton, likewise to the most eligible point of Chedabucto Bay, or the Atlantic Harbour at Whitehaven, in Nova Scotia, having been commenced in 1844, under the auspices of His Excellency the Governor General of British North America, with the assured support of the Imperial Government, a Line, of the most favourable gradients has been found, for nearly the whole distance, which, from the best authorities, is estimated at 740 miles from Montreal to Halifax. After wearisome difficulties, and many obstacles which the Committee have had to contend with, chiefly from the vast importance of this great work not having been, in any way, generally understood in Canada,—firm perseverance through this lapse of time, combined with a thorough knowledge of the immeasurable benefits which will result to the Provinces, as well as to the Shareholders,—has enabled the Committee to succeed in obtaining the Act of Incorporation, with the general, and, finally, cheering support of the Provincial Legislature, and whilst abundant occupation will by this enterprise be afforded to many thousands of the unemployed, for which the Mother Country has expended millions on objects less important, a profitable field will be opened for her surplus population—facilities increased for lumber operations—more regular employment for the mercantile navy—and a closer connection with the Parent Country, constantly exhibited, to the fullest capacity, as pre-eminently advantageous to both;—and since the Prospectus of the 28th February was issued, the Committee have the gratification to announce that the Provincial Government has liberally responded to their application for a free Grant of Land in aid of this great undertaking, by placing the Crown Lands for ten miles on each side of the road for the whole distance through which it shall pass at the disposal of the Imperial Government for that purpose; as well as a free right of way for the road and stations through all private property, requiring to be purchased, together with a guarantee of £20,000 sterling, per annum, for interest on the capital to be expended. The New Brunswick Government, according to public documents, have munificently made a corresponding Grant of the Crown Lands for ten miles on each side of the road, and a guarantee of £20,000 per annum; and the Government of Nova Scotia also a similar grant of five miles on both sides of the road, and £20,000 per annum. Thus £60,000 Stg. is granted for the yearly interest on the capital expended, should inadequate traffic returns require it, besides the princely Grants of Land to the Company. The Committee therefore appeal with redoubled confidence to their fellow-subjects to appreciate the efforts made for their immediate and indirect welfare, by participating, according to their means, in the benefits which will amply return to them on its completion; which will bring this Capital within thirty hours journey of the Atlantic, and multiply advantages too numerous to be detailed in a Prospectus.

The Committee feel confident, that with efficient management, the amount agreed to be called for will be ample to complete a single Line of Rail-road in a substantial and proper manner. The Coal Mines over which the Rail-road will run, offer facilities and inducements for the extension of the capital, which the Directors will increase as required, with the consent of the Shareholders, and the Scrip will be made at all times available. A daily Mail and Passenger Train will be established from Montreal, Quebec, and Fredericton, to Halifax and Chedabucto Bay; whence a line of Steamships will run weekly to Ireland, Milford Haven, or Liverpool; thus linking this road, as the GREAT HIGHWAY of North American intercourse, with Great Britain and the whole of Europe: and as the rail-cars shall brighten its iron surface by the acceleration of compensating rapidity, so will the chain of friendship