

climate of a country, and there is very little doubt of it. The country on the South side of the St. Lawrence, for 150 miles below Quebec, is admitted to be a fine country naturally—and has a considerable population, (we cannot say exactly, but believe it something over 100,000)—and to this section of the country a railroad would be of immense advantage. Canada has not an open sea port for five or six months of the year. By constructing the Quebec and Halifax Railroad, it would give Canada constant access to a sea-port on the Atlantic, open at all times of the year, and from which there is a line of first-class steamers weekly to England. If Canada, with her population and resources, cannot afford to have and support this road to the boundary of New Brunswick, without injury to her credit or her means, it would certainly be very strange. The population of Lower Canada are the most lightly taxed civilized people on the face of the earth. The average amount for each inhabitant paid annually towards the revenue does not exceed five to six shillings currency. Some parties may suppose it more than this amount, but on a close inspection of official returns of imports, exports, &c., it will be found not to exceed our estimate.

The rapid progress of the people of the United States, particularly in the construction of railroads, is constantly pointed out to us as an example for imitation. If they had such a road as that proposed from Quebec to Halifax, and from Quebec to Hamilton, to construct, with the same favorable means of doing so—namely, obtaining money from England at an interest of $3\frac{1}{2}$ per cent, the work would be in progress before the end of a month, and would be very soon completed. The opposition to this railroad appears to be confined chiefly to Montreal. It must not be forgotten, however, that Montreal is not British America, nor even Lower Canada, although she forms a part of it, and has a population of something over a twentieth

part of that of Lower Canada, and it would be difficult to reconcile it to strict justice, if the opposition of a section of the inhabitants of Montreal should be able to prevent the construction of the railroad in question, and defeat the Act of the Provincial Legislature. The construction of railroads and canals should not be made political questions. These improvements should be made for the general benefit of the population of the country, wherever they would be required, provided the funds could be obtained for them on favourable terms, as in the present instance; but party and sectional interests should not be allowed to have any influence whatever. We advocate railroads and canals, because we are convinced they will have a most beneficial influence in promoting the improvements of agriculture, and upon the general prosperity of British America. There cannot be any road constructed that would produce a greater amount of general good to British America, than the Halifax and Quebec Railroad, connected with the Grand Trunk Line to Hamilton and Detroit in the western section of Upper Canada. Branch lines of road will be constructed from this trunk line, where necessary. If the inhabitants of this country were called upon to furnish the funds to construct this road it might be very imprudent for them to lock up in a railroad so much of the working capital of the country, where it is not in abundance. On the contrary, this is not required, but we would have the advantage of expending in the most useful channels four million pounds currency of capital, obtained on the most favourable terms from England, and there is not the slightest grounds to apprehend that England will be a severely exacting creditor under the circumstances. When the Erie Canal was commenced through a wilderness, there was a thousand-fold more opposition offered, than there is to the Quebec and Halifax Railroad, and when the Lachine Canal was being enlarged, and the St. Lawrence