

province. Similar issues of debentures are authorised when further payments of 10,000*l.* have been made by the shareholders, the whole amount of the guarantee being limited to the principal sum of 250,000*l.* A project which thus throws itself upon the public for assistance in raising so large a part of the funds required can hardly hold out any very inviting prospects as a commercial speculation. This circumstance obviously places the Company in a situation that affords an opportunity of making stipulations with them on behalf of the public with regard to the modification of the provisions of their Act, and for arrangements adapted to render the project subservient to the more important undertaking of the great line from Halifax to Quebec, and to prevent the aid solicited in the present Act from interfering with any engagements entered into by the colonial Governments with respect to their several contributions to the expense of making that line.

By the remaining Act, No. 2063, it is proposed to authorise similar assistance on the part of the colonial treasury to the St. Andrew's and Quebec Railway Company: but the guarantee is to come into operation when no more than 2,000*l.* has been paid up by the shareholders, the whole principal sum guaranteed being limited to 50,000*l.* Other Acts, as the Commissioners are informed, have already been passed for the purpose of giving encouragement to this undertaking, both by the free grant of Crown land and the guarantee of interest on advances of money. As far, therefore, as relates to the conditions upon which the further assistance now sought for might be granted, the observations that have been made on the Act No. 2062 appear to apply with nearly equal force to that at present under consideration.

I have, &c.,

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&c. &c.