

supply of the markets of Maine, New Brunswick and Nova Scotia with bread-stuffs, receiving in return, *via* Portland, British and American manufactured goods, West Indian produce, &c. The lines from Montreal to Portland, and from Richmond to Quebec, already known as the St. Lawrence and Atlantic and Quebec and Richmond Railways, will be in full and continuous operation in the course of the present summer, comprehending 300 miles of railway, for which the capital has been entirely provided, with a very small exception. The receipts on 72 miles, in Canada, from the mere local business, for the first twelve months from their opening at 20th October, 1851, were £34,000. On 91 miles of the line from Portland, now under lease, were, for the same period, £38,000. Assuming the same rate per mile on the entire distance of 300 miles, a gross income of £172,300 will be at once obtained from local business; while the total traffic, if estimated by the receipts per mile of the Ogdensburg road, £25 per mile per week, the latest American railroad offering any parallel, will amount to a sum of £507,000, independent of the great future development of the country opened up by the line. It may be assumed that the revenue of the Company, from the sections to be completed in 1853, will not fall short, at once, of £304,200 per annum, nett, allowing 40 per cent. for working expenses, and deducting £80,000 for lease of Portland line, would leave *nearly equal to the charge for the entire mortgage debt of the Company, and thus from actual present earnings securing to the bondholders their interest, on all the capital intended to be raised by debentures.*

It is proposed, simultaneously with the construction of the railroad westward, to proceed with the bridge over the St. Lawrence at Montreal. A work of this stupendous character, required to span a navigable river of two miles in width, can only be undertaken by a large combined capital, and is justified by its paramount importance. The site selected is at the sole point on the river St. Lawrence, from the great lakes to its mouth, where a bridge can be placed without interfering with the navigation. And also at that point no less than 1,593 miles of continuous railway, now in operation, with a very insignificant exception, from New York, Boston, Portland, and Quebec, arrive on the south shore of the river, opposite to Montreal, a city containing 60,000 inhabitants. On the northern shore, the railways either in progress or completed, including the western section of the Grand Trunk, number already 907 miles, exclusive of projected lines. The completion of this link is essential to the satisfactory and economical working of the Grand Trunk Railway; and it has therefore been incorporated with the entire line. It will be constructed according to the plans and under the superintendence of Robert Stephenson, Esq., C.E., (who is about to visit Canada for this purpose,) and Alexander McKenzie Ross, Esq., C.E.; and the structure will be of that substantial character which a work of such magnitude requires.

For the bridge an ample allowance of capital is made, and the work has been provisionally contracted for with Messrs. Peto, Brassey, Betts, and Jackson, on the estimate framed by Messrs. Stephenson and Ross. The Act, authorising the construction of this bridge by the Grand Trunk Railway Company, is now in progress through the Canadian Parliament, under the sanction of the government.

The western section of the Grand Trunk line extends from Montreal to Toronto, 345 miles, and from thence to Sarnia, 172 miles. Contracts have been executed, with the approval of the Government and Board of Railway Commissioners in Canada, with the eminent English contracting firm of Messrs. Peto, Brassey, Betts, and Jackson, for the construction of the section to Toronto, 345 miles; from Quebec to Trois Pistoles, 155 miles, and the Grand Junction, 50 miles; and with the Canadian contracting firm of Messrs. C. S. Gzowski and Co., from thence to Sarnia, 172 miles.

The conditions of these contracts are for the construction of a first-class single-track railway, with the foundations of all the large structures sufficient for a double line, equal in permanence and stability to any railway in England, including stations, sidings, work-shops, ample rolling stock, and every requisite essential to its perfect completion, to the satisfaction of the Canadian Government.

By means of the arrangements entered into with the contractors, the proprietors of the Grand Trunk line are assured that, for the capital stated, they will secure the delivery of the whole railway, fully equipped and complete in every respect, and free from any further charges whatever.

The western section of the Grand Trunk commences at Montreal, and proceeds westward through the towns and villages of Lachine, St. Clair, St. Anne, New Longueil, Lancaster, Charlottenburgh, Cornwall, Osnaburgh, Williamsburgh, Matilda, Edwardsburgh, Augusta, Elizabeth Town, Yonge, Landsdowne, Leeds, Pittsburgh to Kingston, at the outlet of Lake Ontario, and the principal naval and military station in Canada West. From thence, continuing along the north shore of Lake Ontario, it passes through Ernest Town, Napanee, Shanonville, Belleville, Port Trent, Brighton, Colborne, Grafton, Coburg, Port Hope, Bond Head, Bowmanville, Whitby, Pickering, Scarborough to the city of Toronto, which city contains 36,000 inhabitants.

At Toronto it meets the Great Western Railway, leading through Hamilton and the southern part of the western peninsula of Canada to Detroit; a connexion, of which the value may be judged from the favorable position in which the Great Western Railway of Canada now stands in London. This line itself forms a continuation of the Trunk line, although under a different Company, for 240 miles, now approaching completion. The Trunk road also here connects with the Northern Railroad to Lakes Simcoe and Huron, 99 miles, to be finished during 1853.

This section occupies the important position of connecting the chief emporia of Eastern and Western Canada, the cities of Montreal and Toronto, numbering together nearly 100,000 inhabitants, besides passing through the towns already enumerated; and it also passes, throughout its entire length, through the most populous and cultivated district of the province.