possessing such facilities for a remunerative traffic, cannot long remain dormant !-- Owing to the want of capital in Canada, for the construction of Railways, and considering it advisable as a preliminary measure, or as a forerunner to an iron track, the Company proposed constructing a wooden Railway and were incorporated with a capital consistent therewith, but, after due consideration, the idea of a wooden Railway on so important a line was abandoned, and it was decided to increase the capital to a sufficient amount to construct an iron road. In December 1872, an amendment to the Act (herewith appended) was granted, by which the capital was increased to \$3,000,000, with the privilege of issuing debentures to that extent.-With these privileges, the Government subsidy, and the large traffic which may be readily anticipated from the magnificent country through which the line passes, together with the important connections, to be made with the american lines of Railway in the state of Maine, the Company now anticipate no difficulty in raising the necessary capital to complete their road within two or three years from the present time.

## THE COUNTRY THROUGH WHICH THE LINE PASSES.

The flourishing town of Levis, (which has voted \$50,000 towards the construction of this Railway,) has a population of 13,021 inhabitants and is situated on the south side of the river Saint Lawrence, immediately opposite the City of Quebec, and is a terminus for the Grand Trunk Railway, and will also be a terminus for the Intercolonial Railway now approaching completion.—The Levis and Kennebec Railway will start from this town, running through the counties of Levis, Dorchester and Beauce in a southerly direction; along the whole line of Railway for fully seventy (70) miles, the country is thickly settled with a good class of farmers, and it is from this district that the Levis and Quebec markets are furnished with a large proportion of their produce, and live stock. — After leaving Levis the line intersects the