

at Thirty-five Thousand Dollars per mile. In those, as in the New England States, prosperity seems to have kept pace with the Locomotive ; for since the dawning of the Railway era we find that Towns and Villages have become Cities, whilst the Cities, that were Cities before, have increased in size a hundred fold.

The following Table, showing what has been the increase of population during the past twenty years in some of the leading Towns and cities in the Union, which are peculiarly under Railway influences, may serve to illustrate what are the practical results accruing from the facilities for social and commercial intercourse presented by the Rail :—

NAME OF CITY, &c.	POPULATION.		Increase in 20 years.
	in 1830.	in 1850.	
Albany.....	24,238	49,000	24,762
Buffalo.....	8,653	40,000	31,347
Boston.....	61,398	150,000	88,602
Brooklyn.....	12,041	80,000	67,959
Baltimore.....	80,625	140,000	69,375
New York.....	203,000	480,000	276,993
Newark.....	10,953	31,000	20,047
Philadelphia.....	203,000	340,000	137,000
Providence.....	16,832	31,000	14,168
Rochester.....	6,474	40,000	33,526
Troy.....	11,401	25,000	13,599

It is worthy of remark that in the majority of the instances here quoted, by far the larger portion of the increase took place in the ten years immediately preceding 1850. With a position unsurpassed by that of any inland Town in Canada, and endowed with an unrivalled water power, why should not Bytown, with its projected Railway completed, number, in fifteen years from now, its twenty thousand inhabitants ?

In addition to the sum above stated as necessary for the *construction* of the road a further amount would still be required for its *equipment* with Locomotives and Cars—under this heading you will not be