

from Louiseville or
passing by the Falls
nap, and 36 miles
not completed of it;
Louiseville to Three
s over the former

ree Rivers itself, as
communication by the
starts directly from

erence in cost be-
mous difference, for
as far as the junction
ild and will not cost
ereas the road from
blique direction the
s well as the rivers,
ist between Three
than \$40,000 per
gé road the respect-
made on the sup-
gé will proceed to
as it is likely that
iving at an arrange-
of haulage over its
ill thus save an ex-

istance of 15 miles
will be in position
if leaving from
er before the road

as regards the in-

s, which militate so
fact that this branch
d or other; for no
f this road is going
and that this trade
Now, whatever is
o secure the easiest
l the River Riche-
commodity to our

neighbours, we may rest assured, in advance, that it will build a
Railway which will bring the timber to the port the most conven-
ient to the River Richelieu. And this place is to be found in the
county of Maskinongé almost opposite this river.

Inasmuch, therefore, as Maskinongé County offers such su-
perior advantages for the initial point of the building of our great
national highway, let all true French Canadian patriots lend
their assistance to the citizens of the County of Maskinongé, who
have already done more than all the rest to ensure the success of
this brilliant and great enterprise.

There is no private interest in opposition to it; the general
interests of the country demand it.

MASKINONGÉ.