adjournment of the House in December, the Hon. Mr. Archambault had drawn attention to the fact that a change had been made in the location of the line of the North Shore Railway from Maskinongé to Montreal, which made the line not only much longer in his estimation, but much more expensive. The discussion thus inaugurated in the Legislative Council was carried on with much vigor in the press of the Province during the vacation, and a storm raised which at one time threatened to overthrow the Ministry. Instead of carrying out the line, as laid down by the North Shore Railway Company in its plans, when the road was transferred to the Government, and passing by *Bout de L'Isle* directly into Montreal, the Government chose to select a new route, and run the line from Maskinongé to Terrebone. The reasons assigned for this change were, that the line had been erroneously laid; that a proper allowance had not been made for the spring floodings at Berthier; that to make the line of any use it would be necessary to raise the level of the whole, several feet, which would prove a most costly work; and that, moreover, the objections to a draw-bridge, which the route by *Bout de L'Isle* made necessary, were so serious as to more than compensate the short additional distance added by a more circuitious route further inland, when an ordinary stationary bridge would suffice. No one at all familiar with politics in this Province, will for a moment doubt, that a far stronger reason still was to be found in the fact that Terrebonne returns Mr. Masson, the leader of the Ultramontane *blue* faction to the Commons, and Mr. Chapleau to the Assembly. From Terrebonne, it was intended to continue the road to St. Therèse, and thence join the Northern Colonization road and enter Montreal by the road already built. This route had the disadvantage of lengthening the distance from Quebec to Montreal, but shortened the road from the West to Quebec; it moreover gave the go-by to Montreal, and secured the shipment of the traffic from the West to Quebec direct. In other words, it was a complete deviation from the understanding entered into between the Companies and the Cities, when each city consented to subscribe $1,000,000 towards aiding the enterprise, from which it expected the most immediate advantage. To Quebec the advantages more than compensated the disadvantages, and the citizens did not complain; but, in Montreal a storm of indignation arose and a deputation was sent down to Quebec to have an interview with the Prime Minister on the subject. The question then came to be, which