

increase this distance to at least 65 miles. From Louiseville or from Maskinongé to go to the same point, by passing by the Falls of Park River, we have only 30 miles by the map, and 36 miles by a careful survey which the engineers have just completed of it; and by adding 18 miles the distance from Louiseville to Three Rivers we will have 54 miles a gain of 14 miles over the former route.

It will then be more advantageous for Three Rivers itself, as regards distance, to have their means of communication by the County of Maskinongé than by a road which starts directly from that city.

Now if we take into consideration the difference in cost between these two roads we will discover an enormous difference, for the Maskinongé road, which has been laid out as far as the junction above mentioned, will be extremely easy to build and will not cost more than \$20,000 per mile on the average; whereas the road from Three Rivers, which will have to cross in an oblique direction the whole of the Laurentide chain of mountains, as well as the rivers, the countless and frightful ravines which exist between Three Rivers and St. Elie, cannot certainly cost less than \$40,000 per mile, which will give in favour of the Maskinongé road the respectable sum of \$1,520,000. And this estimate is made on the supposition that our road arriving at Maskinongé will proceed to Three Rivers over an independent road, but as it is likely that there will probably be found some means of arriving at an arrangement with the Canadian Pacific for the right of haulage over its track from Maskinongé to Three Rivers, we will thus save an expenditure of \$1,880,000.

Furthermore we must consider that at a distance of 15 miles from its terminus the Maskinongé Road will be in position materially to assist colonization; whereas, if leaving from Three Rivers, 50 miles will have to be got over before the road can be of any assistance to a new settlement.

The advantages will be on the same side as regards the increase in the price of the sale of crown lands.

To conclude, let us add to all these reasons, which militate so strongly in favor of the Maskinongé road, the fact that this branch must of necessity be constructed at some period or other; for no one is ignorant of the fact that the building of this road is going to build up an immense trade in sawn lumber, and that this trade has its principal outlet in the United States. Now, whatever is done cannot prevent a product from seeking to secure the easiest and shortest road to its place of market. And the River Richelieu being the best means of transport for this commodity to our