

SOURCES OF TRAFFIC.

There is no doubt that so soon as the railway reaches the vast forests, limit owners will remove their saw mills thereto, in order to avoid the long and costly drive, and so as to work them all the year round, instead of the summer season only, as they are compelled to do now. The mines will be worked on a large scale, and a great variety of industries will develop themselves in a short time. Lastly, colonization will not fail to rapidly increase and be followed by a considerable export and import trade. So much for local traffic; but the Maskinongé and Nipissing Railway must share largely in the

INTER-PROVINCIAL AND INTER-CONTINENTAL TRAFFIC.

Even the least perspicacious of men most acknowledge that the general traffic on this railway will be enormous, if they only reflect that its western starting point lies exactly on the Pacific Railway, which brings the traffic from the Canadian Far West; that it is near the Sault Ste. Marie Railway, which brings it from the American Far West; that it is on French River, which communicates with Lake Huron by the Georgian Bay; that it is at the junction of the Northern, North-Western, Gravenhurst & Callander Railways, which pass through one of the wealthiest sections of Ontario. Then, on the way down, it will connect, at Lake Desert, with the Desert and St. Jerome Railway, which will run to Montreal; at St. Alexis des Monts, in the County of Maskinongé, with the Joliette Railway, which has now reached St. Felix de Valois: only about twenty miles remain to be built to make the connection. Furthermore, it will strike the Pacific Railway at the lower end of the County of Maskinongé, nearly opposite the Richelieu River. Lastly, when fully completed, it will connect St. Alexis-des-Monts with the Grand Piles, on the St. Maurice River, where there is a railway to Three-Rivers: and will communicate through the Grand Trunk Railway with the south shore and the Eastern States. From Three-Rivers it will cross the Laurentides Hills and the Quebec and Lake St. John Railway. It will then have its terminus at Quebec, where it may perhaps be the means of bringing about the building of a bridge across the St. Lawrence. Its traffic could then be directed from Lévis either to Halifax, by the Intercolonial Railway, or to the ports of the State of Maine, by the Lévis and Kennebec Railway.

We now may assert without fear of contradiction, that the Maskinongé and Nipissing Railway will be