

Pacific coast would be from 200 to 600 miles from the frontier, forming a safe inland backbone to the country.

No such arguments as the latter can be brought in favor of the proposed lines from Toronto and Sault St Marie to reach James Bay: on the contrary, these lines would have the tendency to divert to New-York the trade that should naturally come to Canadian Ports. It should not be forgotten that at Toronto you are still nearly as far inland as James Bay itself, 338 miles from Montreal, over 400 miles from New-York and upward of 500 miles from Quebec on the shortest possible route between Toronto and the European markets and as for supplying the New-York markets with any product of the James or Hudson Bay region, the distance *via* line No 2 and the Quebec Central and Central Vermont Railways would be about as short as any line that can be had *via* Toronto.

Table showing distances by the different routes from Quebec to a common point at southern extremity of James Bay.

	Built.	To build	Total.
No 1 Quebec, Roberval, Waswanipi and James Bay.....	192	430	622
No 2 Quebec, River Jeannotte, Latnque Kikendatch, Mekiscan, Managami and James Bay.....	77	480	557
No 3 Quebec, Grand Piles, Mattawa River, Lakes Baskatong, Kakebonga, Grand Lake Victoria, Mekiscan river and James Bay.....	95	545	640
No 4 Quebec, Montreal, St Jerome, Labelle, Maniwaki, Kakebonga, Grand Lake, Victoria, James Bay.....	249	478	727
No 5 Quebec, Hull, Ottawa, Maniwaki, Kakebonga, Grand lake Victoria, Mekiscan river & James Bay.....	360	420	780
No 6 Quebec, Ottawa, River Coulonge, Grand lake Victoria, Mekiscan river and James Bay.....	370	440	810
No 7 Quebec, Ottawa, Mattawa, Temiscamingue, Abitibi and James Bay.....	643	352	1000

In conclusion I would respectfully refer the reader to a speech delivered in the House of Commons, Ottawa, a few days ago by Mr. Charlton M. P. for E. Norfolk, Ontario, wherein among other things he