

WAY OF THE COMMENCED KINONGÉ.

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the short line railway

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But so long as the road will not be in a condition to carry the great trade of the Indies, of Western Canada, of Western America, it would be pure folly to go and bury millions in the completion of a road as costly as the one which would climb to Mattawin either from Three-Rivers or Quebec, through a country which is one continual succession of mountains, rivers and ravines, almost impassable.

Even though the Governments should triple their subsidies, I exceedingly doubt whether any company would undertake works such as these; for the cost of the carriage alone could hardly be paid out of the transport of timber and the goods of the first settlers. The building of such a trunk line as this can have no chance of success until the immense traffic from the west will justify the Governments and the company building it in making such great disbursements with the foreknowledge of a near reward. To act otherwise would be to expose them infallibly to the sad disappointments of the Quebec and Lake St. John Railway Company. Whereas, by beginning the works at the lower end of the County of Maskinongé, it will turn out, without injury to the private interests of Quebec and Three-Rivers, that the first objects of the road will be carried out sooner and better, and this not only without costing the country or the company a single cent more than is necessary to make the road complete; but by thus giving a guarantee to the local Government it will handle sooner the subsidy granted to it, and will give to the company the assurance of immediate returns.

This is how it is done. At first in the comparison I wish to make between the superior advantages offered by the County of Maskinongé in being the starting point of the works, over Three-Rivers and Quebec, I will leave aside the latter locality, for the unfairness of the comparison is so self-evident that it is not necessary to dwell upon it, I will only stop to dwell upon the chief reasons why the road should start from this country and not from Three-Rivers.

Now if you take a map published by the Crown Land Department of Quebec in 1880, what do you see when looking at it?

That between Three-Rivers, passing by St. Elie and Les Pins Rouges, to a certain point behind and to the west of Bark Lake (now Lake St. Bernard) and near the River Mostigosh where the road must necessarily pass, we find there is a distance of about 53 miles. But inasmuch as the many and great obstacles which exist on this route will of necessity require for a railway long and manifold curves, we can, without fear of being in error,