

Trunk, to Sault-au-Récollet, on the line of the Montreal and Ottawa section of the North Shore road, is all that is required to give us at once direct and ready-made communication with the West; and this gap can at any moment be filled up at a trilling outlay of about \$80,000, which is as nothing compared to the advantages that promise to accrue from it both to the North Shore Railway, the Province and the cities of Quebec and Montreal on the one hand, and the Grand Trunk Company on the other. Indeed, these advantages are so unquestionable that this small piece of road cannot fail sooner or later to be built; and, indeed, we are given to understand that a private company has been or is about to be formed for the purpose, unless the matter—as it should be, in their own interest—be earlier taken up, either by the Grand Trunk or the Government of the Province. In any case, however, the geographical position of Quebec is such, that when the North Shore Railway is fully completed and its Western connection secured, either with the Georgian Bay or the Grand Trunk in the manner just indicated, it cannot fail soon to become known and utilized as a most important commercial centre, and one of the best shipping ports on the continent. The great cities of the United States—New York, Boston, Portland, Baltimore—have been made such by the Erie Canal or the great lines of railway converging and diverting to them the trade of the West from its natural outlet *via* the St. Lawrence; and there is no reason, physical or otherwise, why, with the assistance of the great public works actually in progress, we should not be able to bring back at least a portion of that trade to its natural channel and profit by it as it passes our doors.\*

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\*It should not be forgotten that we are mainly indebted to Mr. A. Luders Light, M. I. C. E., Government Engineer in Chief, for the beneficial changes in the railway route above alluded to. It was he who originated the Terrebonne route with its western extensions, wisely perceiving the advantages which its adoption would bring to the City and Province of Quebec. Although at first opposed and discouraged, Mr. Light's views have ultimately received the support to which his remarkable ability and long professional experience entitled him.