

Route No 6 follows the C. P. Ry to Hull and Ottawa, thence by the P. & P. Ry to Fort Coulonge, thence by the valley of the Coulonge river to Grand Lake Victoria and from there westward it is the same as route No 5.

In 1893-4, I explored the Coulonge river from its mouth to its source and also the country between there and Grand Lake Victoria and with the exception of a few rocky points jutting out here and there along said river, an easy line can be had there also. Highest summit 1000 feet, total distance 810 miles, 440 to build.

Route No 7 follows the C. P. Ry from Quebec to Mattawa and thence to Gordon Creek at the foot of lake Temiscamingue, thence along River and lake des Quinze to lake Abittibi and thence direct to James Bay.

I followed this route from Gordon Creek to Abittibi in 1899 and had previously surveyed most of the country on the Quebec side from Mattawa to lake des Quinze and I must say that the region east of lake Temiscamingue is not an easy country to build a railway through; but from lake des Quinze to lake Abittibi there will be no difficulty. I cannot say what the country may be like from lake Abittibi direct to Hannah Bay, but on the route traversed by my party from Rupert House to lake Abittibi in 1898 no insurmountable obstacles were encountered anywhere.

I have followed the Abittibi river from its mouth on the Moose river about 20 miles above Moose Factory to its source and I am afraid that if ever a railway is built in the direction of lake Abittibi, it would likely follow the river valley from there to Moose Factory which would be wholly outside of the limits of the province of Quebec and therefore undeserving of much attention from us.

The highest summit on this line is about 950 feet and following the direct line from lake Abittibi to Hannah Bay the total distance from Quebec is 1000 miles, 352 to build.

Reviewing the different routes above described, route No 1 as a colonization road takes first place, but as part of a future transcontinental railway system, first place must be given to route No 2, and for the development of lumbering industries, first place must be given to route No 2 also.