

The paramount consideration ought to be, to secure the shortest, and most direct line, between the City of Montreal and Bytown. To attain that result every other interest should yield. The direct line should be regarded as a main artery, or Northern Grand Trunk, to be fed by a succession of auxiliary branch railways ; and it can admit of no doubt, that in future years, when the northern regions shall have been settled and civilized, such a trunk line, will serve as a channel, for the conveyance of products, gathered hundreds of miles to the north, or collected on the waters of the great lakes, and borne from Georgian Bay, along the line to this city.

A route has already been traced for a railway line from Bytown to Georgian Bay, on Lake Huron ; and on this continent, when the sentiment of the masses is clearly expressed in favour of any public enterprise, its period of fruition approaches—a glance at the map of North America should convince any person familiar with this continent, that a railway from Montreal to Bytown and thence to Georgian Bay, will enjoy a few years hence the same measure of confidence now extended to the Grand Trunk line from Montreal to Toronto.

The following extract from a very admirable report published in 1851 by Mr. P. Fleming, Civil Engineer, of a survey made by him, from Craig street to Bytown, of a railway line ; and its easy adaptation to railway purposes, may be quoted here with advantage, it conveys a concise and lucid view of the character of the country between Montreal and Bytown :—

*“ Report upon a proposed Trunk Line of Railway, from the City of Montreal to the City of Kingston by Bytown and Perth.*

“ In view of a railway being constructed from Montreal to Kingston, I have examined the intervening country for the route, and I am of the opinion that the line, after leaving Montreal, should pass through, or near to the village of St. Thérèse, which may be easily reached, by bridging the branches of the Ottawa at that place, and without any ex-