

Quebec Railway and Harbour Works.

It is not too much to say that no period in the history of Quebec has brought forth more important and beneficial changes in its actual position as a city or has had a more material bearing upon its future prospects than the past two years. Within this brief lapse of time, the North Shore Railway, which since 1853 had only an existence in Acts of Parliaments and the aspirations of our citizens, has become *un fait accompli*, and this, happily, under circumstances vastly more favorable for our interests than could have been anticipated until quite recently. The original scheme simply contemplated the construction of a line to connect Quebec with Montreal, while, in the present aspect of the undertaking, this object will not only be attained, but one of much greater value to the permanent weal of our city will be secured in direct rail connection with the productive lands of the West by a choice of routes which must give us a commanding position in competing for the handling of their ever-increasing trade, together with facilities for the purpose equalled by few other ports on the Eastern seaboard of this Continent. And, speaking of the future Western connections of our great Provincial road and the alternative routes of which it can avail itself to draw hitherwards the trade of the West, we should not overlook the fact that it is not dependent upon the action of the Dominion in regard to the Canadian Pacific for an immediate and unbroken connection by rail with the grain fields of the West. A small link only of eight miles of road easily constructed over a level prairie from Pointe Claire, on the line of the Grand