

*Enclosures.*

Application for aid supported by the signatures of Members of the Senate and House of Commons.  
Report to Council.

MONTREAL AND WESTERN RAILWAY COMPANY, OTTAWA, 9th May, 1883.

DEAR SIR,—The Montreal and Western Railway Company, which is a federal Company, has been authorized to build a line of railway from the Town of St. Jérôme, in the County of Terrebonne, along the valley of the North River, to the Gatineau River, there to tap the Gatineau Railway, and from there westward towards Lake Temiscaming. In this respect it is really a feeder of the Canadian Pacific Railway. The company has already a small subsidy from the Province of Quebec for the portion of its line extending from St. Jérôme to the Village of St. Agathe.

The tract of country which our railway proposes to traverse can be confidentially stated as equal in fertility to the best parts of the Province of Quebec. It is covered, as a rule, with hardwood, maple, elm, oak, birch, &c., a sure sign of a rich soil. Already a strong current of colonization has set in through this tract of country, over 10,000 souls have established themselves there since five or six years, and twenty-five townships and parishes have been partly settled. But this movement cannot continue without the aid of a railway. The last settlers are now at eighty miles from St. Jérôme, the nearest railway station; they cannot be expected to go any further if they have not railway facilities. Besides it is necessary to increase the width of the inhabited portions of the Province, in order to ensure in the future and maintain forever the importance of the route of the River St. Lawrence as the main commercial highway of the Dominion.

At 100 miles back of the Ottawa River lies an immense territory of unsurpassed fertility, a Province in itself, and from that territory the whole of the traffic created will converge towards the St. Lawrence route and through no other on account of its geographical position. For the populous district of Montreal, containing nearly half a million of souls, it is the only territory left open for the surplus of its population. I am happy to state that the efforts of Rev. F. Labelle and others have succeeded in directing towards these new and prosperous settlements a great many of our countrymen who would otherwise have gone to the United States.

If the Dominion has imposed upon itself so many sacrifices in land and money for the establishment of the North-West, should not similar efforts be made in order to secure this new and most valuable and immense tract of land which lies in a straight line between St. Jérôme and Lake Temiscaming.

It might happen that the population of the far West should some day seek towards the United States an outlet for its traffic. This will never be the case with the inhabitants of this great West of the Province of Quebec, north of the Ottawa, when once established.

For all these reasons the Company submits that it is, perhaps, entitled to receive the favorable consideration of the Federal Government, and to obtain from it a fair amount of help. The Company begs, therefore, to ask a subsidy of at least \$6,000 per mile for the distance between St. Jérôme and Notre Dame du Desert in the Township of Maniwaki, on the Gatineau River, say about 150 miles. This subsidy added to what we already have, and to what we expect to obtain from other sources, will ensure the building of the proposed railway, which really is the continuation of the enterprise whose construction popularized in Quebec the project of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

E. LEF. DE BELLEVEUILLE, *Secretary.*