

driven back by nations living more to the south; the contrary has happened and will ever come to pass.

I have no occasion to add more to these few words: you understand me. These schemes belong to a great, a true national policy; and this is what I want to carry out, leaving to others the empty boast of power, and the vain satisfaction derived from the defeat of adversaries. Which means to say that I will encourage these lofty enterprises without consideration of party."

Yours truly,

J. A. CHAPLEAU.

May 30th, 1886.

"..... asking from the government at the next session this subsidy, while pointing out the necessity for this undertaking.

I do not doubt but that the Privy Council will take your petition into serious and favorable consideration.

In any case please reckon on me as a friend devoted to the great cause of colonization, which now requires railways more than anything else to ensure its progress.

J. A. CHAPLEAU."

REV. R. BELIVEAU,

Curé of St. Ursula, Quebec.

It is almost incredible that the complete opening to colonization of a section so useful to the country has been neglected up to this day, when enormous sums have been expended to give *two railways* to the Lake St. John Valley, which is greatly inferior in area, climate and natural resources. A large expenditure has been also incurred to secure the building of several other railways whose advantages to the country are, to say the least, secondarily if not absolutely problematical.

Was it a reason, because the Maskinongé and Nipissing regions are offering more advantages than the other sections for colonization purposes to expect that the settlers would enthusiastically cut their way into its dense forests?

The times are long past when the pioneers of our old settlements, seeing themselves surrounded on all sides by dense woods, went with joy in their heart and an axe on their shoulders to the subjugation of a lot whereon to build a hearth for their family.

To-day, whole families prefer taking a railway train and travelling six or nine hundred miles, rather than penetrating only ten or fifteen miles into unsettled parts where there are no easy communications. And they are perfectly right in respect to their material welfare, for they could never compete with those who enjoy better facilities in the way of transport.

If we desire to keep our co-patriots at home and induce strangers to settle in our midst, we must of necessity commence by opening the forest with railways. We shall not succeed otherwise.