

popularity hunters and the interests of some few, cannot be allowed to block the road leading so inevitably to general prosperity.

Lumber is another important item which has now to be considered.

I find in the elaborate report prepared by Chas. Leggo, Esq., Engineer in chief to the Montreal and Ottawa City Junction Railway, that the quantity of Lumber cut annually at Ottawa and Hull amounts to 240,000,000 of feet, and of that about 190,000,000 feet go to the states markets, part by Lake Champlain, reaching their destination via Montreal and Richelieu River, the other portion by the Ottawa and St. Lawrence Railway, the loaded cars being ferried across the St. Lawrence at Prescott to the Ogdensburg Northern Road and afterwards on the Burlington. A glance at the map will show the comparatively easy route which our line will afford for lumber coming from the immense forests at the back of Three Rivers, as well as from the St. Francis and Nicolet Rivers, where at the present time mills are standing, or but comparatively little trade doing, in consequence of the difficulty and cost of getting their produce to market.

The line of railway proposed will exactly afford the required facilities for developing these great tracts of wood lands, by providing the most direct and cheapest communication with the Lake Champlain, the point by which all Lumber must pass, whether direct for Boston or New-York or the intermediate depots of Burlington, Whitehall, Troy or Albany.

The cost of transport for Lumber is the next point. In estimating the cost of transport for general merchandise, I have made the very liberal allowance of $1\frac{1}{2}$ cents per ton per mile; for lumber this will be reduced to one half; for the following reason: 1st. because the bulk of all this will pass over nearly the whole length of the line, the whole quantity estimated will at any rate come from the lower side of the St. François River, and in all probability, the far greater proportion from Three Rivers. To avoid all transhipment at this point, the trucks will be so constructed that they can be lifted from their wheels by means of a crane at the end of the jetty at Doucett's Landing and the body of the waggon only will be placed in a barge, the lumber being loaded into them at Three Rivers with exactly the same labor that it would require to load the barge; the bodies of these trucks with their cargo, will be lifted again by the same mechanical means from the barge, and placed