

from one end to the other, right through the heart of the country, making by means of the new settlements at Témiscaming, Deserit, La Rouge, Mattawin, etc., great centres on the transcontinental line. The Provincial Government is still the owner of almost all the lands on the line of the proposed road. Now these lands have at the present moment only a nominal value of about 20 cents per acre. By the completion of this railway they would acquire a real and instantaneous value of several dollars per acre, chiefly on account of the merchantable timber which is known to be very abundant in these parts, although too far distant from the water ways to be manufactured with any profit. This is therefore a question of the first consequence to the Province.

As for the City of Three-Rivers, it offers to the new road an excellent sea-port. Now the neighboring country is famous for its enormous export of hay. We have here, then, one of the best places, if not the best, for the embarkation of cattle from the west destined for Europe, the Antilles etc. Three-Rivers is, furthermore, admirably situated for the export of merchantable timber. Now the projected road would of course carry down timber from all places over its line, which would give a supply, in winter as well as in summer, to the magnificent saw-mills which we possess here. Is anything more required to point out the interests which the citizens of Three-Rivers ought to feel in the opening of such a road?

As to Canada as a Dominion, the proposed trunk line would give, on British soil, the shortest route from the Atlantic to the Pacific. By means of this new road the North-West trade would cease to pay tribute to the United States, seeing that over it would be found the shortest and most rapid route.

As to the British Empire, it has the greatest concern in having our transcontinental road built sheltered throughout from an armed attack in time of war.

The foregoing indicates, as it appears to me, how important it is to agitate as quickly as possible the question of such a road. This is the most striking portion of the report of our Board of Trade. Hardly two years ago, when the shortest railway line from one ocean to the other was up for discussion, some allusion was made to a new direct line from Québec to Callender. Persuaded at the time as to the incontestable advantages of such line, I was astonished at there being so little interest taken in the matter, and I asked the reason from several prominent men, who were in a position to give me the information. Nearly all of them appeared astonished at such a proposal. Irritated by so much indifference, I concluded by ascertaining