

Honorable ADELARD TURGEON,
Minister of Colonization and Mines,
Quebec.

Sir,

Since the above was written the debate on the transportation question was continued in the House of Commons at Ottawa, in the course of which, much valuable information was elicited, therefore in accordance with the following paragraph of a letter addressed to me and bearing date the 6th of February last, containing among other remarks the following: "Ce rapport à mon avis, devra contenir de forts arguments en faveur du tracé par Québec, et il importerait de n'en pas trop retarder la publication, si le "Courrier du Canada," No du 31 janvier que je vous envoie est bien renseigné, (signé) S. Dufault, Assistant-Commissaire." Of course the object of the letter above mentioned was that I should explain in my report the advantages offered by a railway from Quebec rather than from Toronto or any other western point, for the development of our northern territory under description in the foregoing pages; but as that development is so intimately connected with the development of the port of Quebec, as will be fully understood further on, I may be allowed to make a few quotations from the Ottawa Hansard of the 18th April last, and offer a few remarks on this all important transportation question.

In the course of the debate, Honorable Chas Fitzpatrick, Solicitor General and member for the county of Quebec, spoke as follows:

"I want to say here that I with all other Canadians believe in the future prosperity of Montreal. I, in common with all other Canadians, cannot help realizing that Montreal is the great commercial metropolis of this Dominion, and that no harm can come of the city of Montreal that does not result in harm to the whole Dominion of Canada. Everything that can further the progress of that great city is near and dear to us all. But, Mr Speaker, we do not advance our cause by shutting our eyes to the fact that the port of Montreal has limitations. Up to the present time the port of Montreal has been treated as the national port of Canada; yet 90 per cent of our products go from Montreal to the American seaboard to be carried thence across the water to Europe. We cannot overlook that