

the Intercolonial, and some 40 or 50 milles shorter than by the so called short line via Sherbrooke and Mattawamkeag.

The accompanying profile shows the grades of the said so called short line compared with those of the projected line to James Bay.—See Sessional Papers of the Province of Quebec. No. 29, vol. 19-3 of 1886.

Of course, if the much talked of blocking of the straits of Bellisle were ever carried out, the St. Lawrence would be, no doubt, navigable to Quebec all the year round.

This is no idle dream : it is only a question of money.

The building of a dike or dam nine or ten miles in length, with an average depth of 200 feet, where the most suitable material for the same can be had on the spot, is not a very stupendous undertaking where three nations are concerned.

If the combined interests of Great Britain, the United States and Canada were fully weighed, the money would soon be available, for the cost would be trifling, compared with the material benefits to be derived therefrom.

As water must come to its level, so must the main current of through transcontinental traffic, sooner or later, follow this proposed line: from Quebec to James Bay, and thence, to the mouth of the Skeena via the Peace River Valley.

This northern crossing of the Rockies was strongly recommended by Marcus Smith and other engineers of high standing at the time of the construction of the C. P. R'y.

The whole line will lie from three to four hundred miles north of the C. P. Railway, assuring a more uniform temperature for the transport of the cereals and other products of the West : it has 2,000 feet lower summit, easier grades, and better alignment, it will develop a world of territory now inaccessible, and besides being so far from the frontier, it will form a safe Military line, in a word, a back-bone to the country, in case of hostilities ; and with all this, it will bring the distance from Great Britain to China and Japan, to be about 600 miles shorter than by any other practicable route.

I know I will be criticised for this apparent digression, and some may think my ideas rather extravagant ; but it must be remembered that modern engineering has rendered quite practicable now many projects that would have been considered absurdities some years ago.

I was young, but I remember the time when the promoter of the Union Pacific Railway, in the American Congress, was asked by another very important member if he was in his sober senses, and if so, why should he try to impose