

numerous and of the utmost consequence. My limits are too prescribed to dilate upon those advantages with the minuteness the subject deserves. I shall therefore content myself with giving a cursory glance at those which occur to me as among the most prominent.

In the first place, one great object would be accomplished in shortening the distance between Three Rivers and Grenville, the present computed distance being about 150 miles; whereas the distance between Three Rivers and Grenville by the proposed Route being only 114 miles, a saving of 36 miles would be obtained. This (particularly in the winter,) would be a great consideration, either to the Traveller or Merchant.

It also occurs to me, that should any unforeseen event again plunge this Province in a war with the United States, it might be found necessary to convey Military Stores to the Upper Province, by the Road in question, and which would be perfectly independent of the St. Lawrence above Three Rivers; and the Ottawa below Grenville.

But perhaps one of the more immediate consequences of the highest importance to this Province, would be the speedy settlement of an extensive and valuable tract of land, possessing a peculiarly healthy climate, and capable of yielding support to a numerous population; thus forming an internal means of defence to the District, and indeed to the Province in general, by having a Militia Force so situated as to be able to assemble at any point of defence either on the St. Lawrence or Ottawa, without fear of a premature attack from an invading foe:—and with the advantage of having in their rear a cultivated Country abounding with supplies; and the features of that Country, to those acquainted with it, offering strong defensible positions at every league.

Should the communication across the Country between Three Rivers and Grenville be carried into effect, it would be necessary that lateral Roads should likewise be opened, communicating with the Towns and Villages on the St. Lawrence and Ottawa.

Doubtless many Roads might be found already existing between the Settlements and the Route laid down, which could be rendered passable for any description of vehicle at a moderate expence.

How far to the north and north west the cultivable land extends, it is difficult to state precisely, information differed so widely upon the subject; but from our observations in passing through the Country, we should be inclined to believe it did not generally average more than 15 miles north of the line we traversed, varying according to the dip of the Mountain Range.

Undoubtedly