

Route No 3 follows the Q. & L. St John Ry. the Great Northern and C. P. Ry to Grand Piles, thence *via* the St Maurice and Mattawan rivers to the source of the latter stream, thence *via* lakes Baskatong, Kakebonga and Grand Lake Victoria, and then over the height of land direct to James Bay.

In 1885, I surveyed this part of the St Maurice and the Mattawan river from its mouth to the township of Brassard, near its source, and found no difficulty in getting a good railway line through there: but I never crossed from the source of the Mattawan to lake Baskatong. However, from what I could see in following the Rouge and Lievre rivers, I dare say a good line may be had there.

In 1891-2-3-4, I surveyed lake Baskatong and the Gatineau and Jean de Terre waters, through, to lake Kakebonga, and all the Ottawa waters between there and Grand Lake Victoria, and thence over the height of land to the Mekiscan valley.

Taken as a whole, a comparatively easy line can be had throughout this section and owing to the enormous distance that timber would have to be driven in following the Ottawa waters, a railway through here would secure a immense lumber traffic. Part of this line would likely be followed by the Q. & Lake Huron projected Railway.

The highest summit on this line is only 1000 feet above sea level, the total distance 640 miles, 545 to build

Route No 4 follows the C. P. Ry to St Martin's Junction near Montreal and thence to St Jerome and Labelle, or *via* Q. & Lake St John and Great Northern to St Jerome and C. P. Ry to Labelle, thence *via* Nominique and Maniwaki and up the Deser and Tommasine valleys to lake Kakebonga.

From lake Kakebonga the route is the same as route No 3. Between 1882 and 1894 I made a continuous survey from Labelle to lake Kakebonga and although the country is hilly from the Rouge to the Gatineau, I think that a fairly good line can be had. From Maniwaki westward no trouble need be apprehended on this route.

Highest summit 1000 feet, total distance 727 miles, 478 to build

Route No 5 follows the C. P. Ry to Hull and thence by the Gatineau Valley Railway to Gracefield and thence to Maniwaki. From Maniwaki westward it is the same as route No 4. Highest summit 1000 feet, total distance 780 miles, 420 to build.