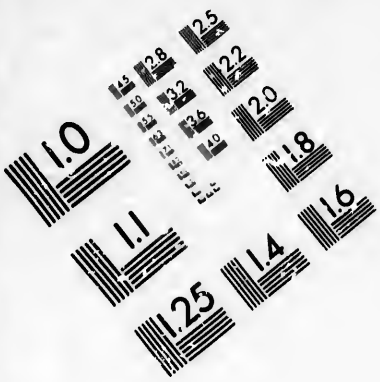


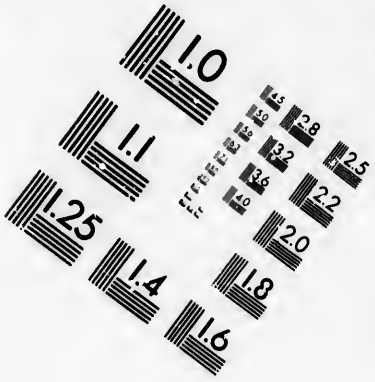
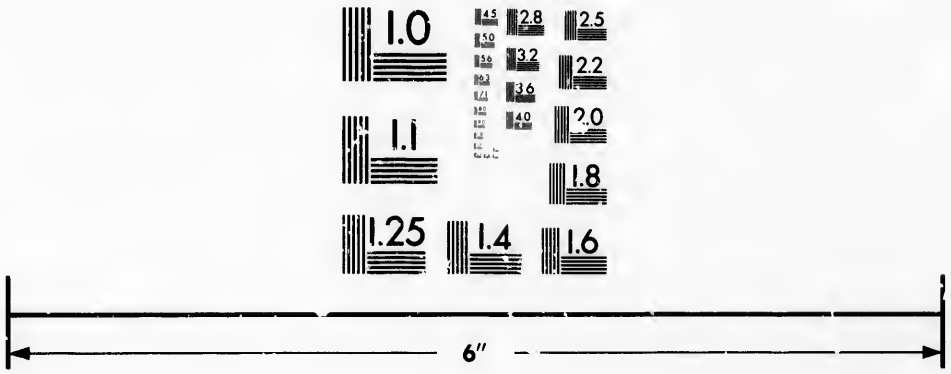
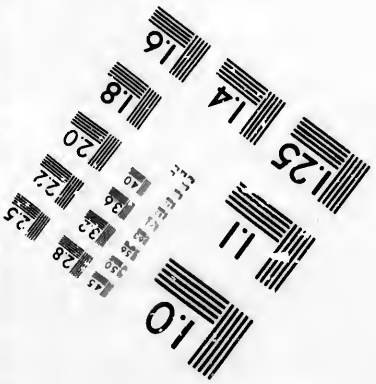
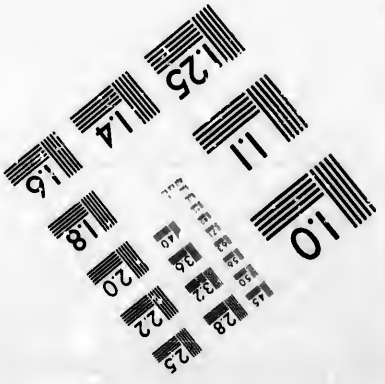


IMAGE EVALUATION
TEST TARGET (MT-3)







Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- [x] Coloured covers/ Couverture de couleur
- [ ] Covers damaged/ Couverture endommagée
- [ ] Covers restored and/or laminated/ Couverture restaurée et/ou pelliculée
- [ ] Cover title missing/ Le titre de couverture manque
- [ ] Coloured maps/ Cartes géographiques en couleur
- [ ] Coloured ink (i.e. other than blue or black)/ Encre de couleur (i.e. autre que bleue ou noire)
- [ ] Coloured plates and/or illustrations/ Planches et/ou illustrations en couleur
- [ ] Bound with other material/ Relié avec d'autres documents
- [ ] Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- [ ] Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/ Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- [ ] Additional comments:/ Commentaires supplémentaires:

- [ ] Coloured pages/ Pages de couleur
- [ ] Pages damaged/ Pages endommagées
- [ ] Pages restored and/or laminated/ Pages restaurées et/ou pelliculées
- [x] Pages discoloured, stained or foxed/ Pages décolorées, tachetées ou piquées
- [ ] Pages detached/ Pages détachées
- [x] Showthrough/ Transparence
- [ ] Quality of print varies/ Qualité inégale de l'impression
- [ ] Includes supplementary material/ Comprend du matériel supplémentaire
- [ ] Only edition available/ Seule édition disponible
- [ ] Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/ Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					✓						

The copy filmed here has been reproduced thanks to the generosity of:

Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▽ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:

L'exemplaire filmé fut reproduit grâce à la générosité de:

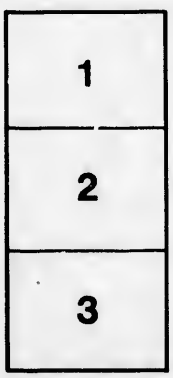
La bibliothèque des Archives
publiques du Canada

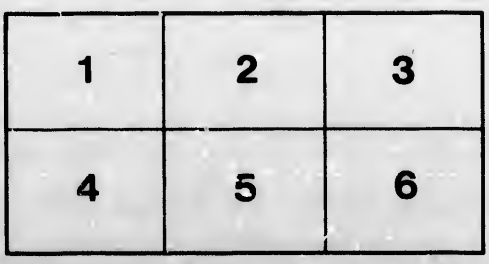
Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.





PROSPECTUS

OF THE

QUEBEC & LAKE HURON DIRECT RAILWAY

Projected for the purpose of bringing the

TRADE OF THE UPPER LAKE BASINS

AS WELL AS THAT OF THE

CANADIAN AND NORTHERN PACIFIC RAILWAYS

BY THE

SHORTEST ROUTE TO THE PORT OF QUEBEC.

OTTAWA:
PRINTED BY THE CITIZEN PRINTING AND PUBLISHING COMPANY, SPARKS STREET.
1875.

QU

CA

PROSPECTUS

OF THE

QUEBEC & LAKE HURON DIRECT RAILWAY

Projected for the purpose of bringing the

TRADE OF THE UPPER LAKE BASINS

AS WELL AS THAT OF THE

CANADIAN AND NORTHERN PACIFIC RAILWAYS

BY THE

SHORTEST ROUTE TO THE PORT OF QUEBEC.

OTTAWA:
PRINTED BY THE CITIZEN PRINTING AND PUBLISHING COMPANY, SPARKS STREET.
1875.

Quebec and Lake Huron Direct Railway

QUEBEC, 1ST February, 1875.

The Quebec and Lake Huron direct Railway is intended to be as near an air line as the nature of the country will admit.

This line is intended to be a direct Eastern Extension, to pick up the traffic of both the Canadian and Northern Pacific Railways. The latter of which, in due time, will no doubt be pushed eastward from Duluth, south of Lake Superior to Sault St. Mary, and be there met by the Colonization Railways of the Dominion, and continued to the common Junction near Lake Nipissing.

The collective trade can by this direct line be transferred to tide water at Quebec on the very shortest route, and there, if desirable, by means of the contemplated bridge over the St. Lawrence at Cap Rouge, be connected with the railway systems of the Maritime Provinces and the American sea-board.

It is not intended to compete with the local trade of the Montreal Northern Colonization Railway or the North Shore Line, and cannot come into direct competition with any line; but is intended to serve as a great artery of communication to transfer the western and north-western produce direct to the Port of Quebec.

Its merit is being some seventy-five miles shorter than any other line, and traversing a zone favorable for the preservation of cereals and other produce, and reducing the cost of freight between Chicago and Quebec over any other rail route now in existence.

It moreover opens up a large interior district for colonization, which, being so near the seaboard and the chief markets of Europe, offers great advantages to the Immigrant.

By this Line, too, the northern portion of the Province of Quebec, now a mere strip along the margin of its navigable waters, will extend its area far into the interior of a country rich in natural productions.

In a military point of view also, this Line assumes paramount importance, for although Canada may be worsted at every other point along the frontier, yet with Quebec still held, and by means of a British Fleet, troops and munitions of war may be passed in by this interior Line for the relief of the upper Lakes and the Western Peninsula.

This Railway is even now much required to meet the wants of that great trade from the Western States to the Eastern Seaboard, which, accumulating in Chicago, Milwaukee, Duluth, and other western cities, is hence distributed through numerous channels to an eastern market.

Existing avenues in the United States are insufficient to carry this traffic; so much so that an earnest desire is felt by the merchants of the west for further facilities to shorten and cheapen the transit, which now bears heavily upon them, and, moreover, is inadequate to meet the increasing demands of the trade. It is believed that the Line now projected will have a marked influence upon the movement of this trade, and turn a large share of it through Quebec, its proper and natural ocean shipping port.

As an example of the inadequacy of the present means of transit: The Erie Canal, one of the main channels through which this constantly increasing stream finds its way to the sea, is literally choked with it; so much so that it frequently takes three weeks for a barge to pass from Buffalo to Albany. The water, also, in the canal is so warm that quantities of grain and pork are annually damaged in the transit. The same crowded state exists on the main lines of railway from Buffalo east. The New York Central, in particular, has lately had to lay four lines of rail in its endeavor to meet the requirements of the trade; two of which are devoted almost exclusively to it, and upon which trains, moved by six engines, are often run a mile in length to reduce the liability of collisions.

The Dominion Government have decided to make a Port of

Entry at the mouth of French River, and immediately build a Railway, some eighty-five miles from thence to the Eastern terminus of the Pacific Railway, near Lake Nipissing. This being understood, the time would appear to have arrived for the citizens of Quebec to take prompt action to secure their share of that trade, which will soon seek the port of French River, and which it is maintained can be brought on to Quebec. The first step, it is considered, will be granting proper facilities to enable this link in the shortest chain of communication to be begun, and the works to proceed simultaneously with the several Railways of Ontario, each and all of which are striving for a portion of this traffic. If this is not done and trade allowed to drift into other channels, it will not be so easily reclaimed.

It is now proposed to show some of the many reasons why Quebec is more fitted to be the entrepot of this Western trade than many of her more Southern rivals, which have hitherto—by their indomitable energy in opening up fresh lines of communication at any cost,—succeeded in diverting this trade from its natural channel, the Gulf of Saint Lawrence.

First, the bulk of the goods moved are comparatively perishable in warm latitudes, and great losses are annually incurred from this cause. The cooler elements existing in our Northern climate are peculiarly adapted to remove this evil.

The shortness of time required for the transit via Quebec, when compared with that to New York and Boston, by way of the existing channels, will also be found in favor of the former. Articles shipped from Chicago and ports West of it, can be delivered in Liverpool via French river and Quebec direct, sooner than in New York, via the lakes and Erie Canal. A month is generally consumed in the latter passage, while fifteen days may be considered a fair average time to deliver cargoes from Chicago to Liverpool, via Quebec, with proper steam connections.

The facilities for shipping from Quebec, when the proposed wet docks in the river Saint Charles are completed, will be unequalled. Cars can then discharge their freight directly alongside vessels at all times of tide.

Moreover, freight transit to Europe, port charges and other expenses, rule lower in Quebec than in New York. This added to the

reduced cost of delivering goods by this direct line will discriminate in favor of Quebec.

In addition to the Western trade, will follow the trade of the Pacific on the completion of these Railways—a glance at the map showing that the Quebec and Lake Huron direct Railway, is equally favourably situated to carry this trade also.

The comparative distances from Chicago to the several Eastern ports of Quebec, Montreal and New York by water, and the different lines of railway built, building and projected, are shown in Appendix A. annexed, they are in favor of Quebec.

The distance from the mouth of the French River to Quebec *via* Nipissing and direct line, with a liberal allowance for curvature, is 500 miles, being seventy-five miles shorter than *via* Montreal Northern Colonization and North Shore Railways; 159 miles less than *via* Sarnia, the Grand Trunk and North Shore Line, and 244 miles less than to New York *via* Ottawa City and Coteau Landing Railway, across the St. Lawrence. Of the whole distance from French River to Quebec, but 380 miles only, or from Lake Nipissing to Portneuf, is now under consideration. It being for the present proposed to utilize thirty-five miles of the North Shore Railway, from Quebec to Portneuf, this portion being nearly on the direct line to Nipissing. The balance of the distance, about eighty-five miles from the mouth of French River to somewhere near Lake Nipissing, being made by the Dominion Government.

The above 380 miles are estimated to cost eleven millions of dollars, or about twenty-nine thousand dollars per mile. This is the same price as the line recently surveyed by Mr. Legge, Chief Engineer of the Montreal Colonization Railway, from Aylmer to the Matawan, through a similar country.

The grading on the direct line will probably be much heavier than the line following the River, but this is but one of many items common to the construction of every railway, and the only one in this case influenced by the country passed over.

When it is understood that $15,000 per mile and upwards must be spent on any *really* good line, in engineering, law, land damage, bridge superstructure, permanent way, rolling stock, stations and other

expenses common to all railways, entirely independent of the cost of grading and masonry, it will be seen that such an exceptionally easy grading as is found on the North Shore and Northern Colonization Railways may be largely increased without materially increasing the total cost.

As an offset to this, however, it should be remembered that the direct line crosses the streams nearer their sources, and the bridging from this cause will necessarily be much less, that the costly item of land damages will disappear altogether, and the cattle guards, road crossings, fencing and stations be reduced to a minimum, the above sum, therefore, will be considered sufficient.

The country has not yet been regularly surveyed, but enough is known of its general features to warrant that no insuperable difficulties exist.

It is certain that no such difficulties will be found along any portion of the proposed line, as exist through the White Mountain and Alleghany Ranges, across which the Railways extending westward from Portland, Boston, New York, Philadelphia and Baltimore, have all been forced, and which, like the so-thought impassible barriers of our own Lake Superior, the Rocky mountain and Cascade Ranges all disappeared before the levels of an intelligent Engineer.

This great work too, it is maintained, can be accomplished with but little additional burthen to the country, beyond using those means which nature in this case has so lavishly provided in the form of great tracts of wild land extending far to the North of, and on each side of this line.

It is believed that with a liberal land subsidy the capital for the enterprise can be raised in London.

These lands, now comparatively worthless, and if left in their isolated position, likely ever to remain so—will—with a railway through their midst, become valuable as the homes of a hardy revenue paying people.

The trade of this wide region likewise which will surely follow, in all kinds of lumber, cereals, minerals, &c., will by means of this

Railway and its branches—its only outlet—be made tributary to Quebec.

The settlers who create this trade while enriching the country by their labor, will in return make traffic for the railway that brings them, as it were, into existence.

As an evidence that this can be accomplished, it is proper to add that every portion of this line lies South of the city of Quebec, the country, therefore, traversed by it may be assumed to have at least as genial a climate. The latitude of Quebec is about 46 degrees 50 minutes, while French River is on the 46th parallell, (Fort Garry is four degrees further north.) The intervening portions of course lying between these two extremes.

The traffic anticipated, will form the subject of another paper.

APPENDIX A.

COMPARATIVE ESTIMATE *of distances from mouth French River to Quebec by three proposed lines.*

1st, via French River, Nipissing and Quebec direct Railway.

2nd, via French River, Montreal Northern Colonization Railway and North Shore Railway.

3rd, via French River, Renfrew, Ottawa, Montreal and North Shore Railway.

1st, French River, Nipissing and Quebec direct Railway.	Miles.
French River to mouth Mattawan by Mr. Legge's Survey	117
Mattawan to Quebec direct	365
Allowance for curvature	18¼
	500¼
2nd, via French River, Montreal, N. C. Railway and N. S. Railway.	
Mouth of French River to Mattawan as above	117
Mattawan to Montreal by Mr. Legge's Survey	300
Montreal to Quebec by North Shore Railway	158
	575
3rd, via French River, Renfrew, Ottawa, Montreal, N. S. Railway.	
French River to Renfrew, by Mr. Legge's Survey	215
Renfrew to Ottawa by Canada Central	70
Ottawa to Montreal by M. N. C. Railway	119
Montreal to Quebec by N. S. Railway	158
	562

By the above it will be seen that the French River, Nipissing and Quebec direct is 75 miles shorter than by the Montreal Northern Colonization and North Shore lines, and 62 miles less than the line via Renfrew, Ottawa, Montreal and North Shore Railway.

COMPARATIVE DISTANCES.

From Chicago to Quebec by Mixed Water and Rail Routes: also, from Chicago to New York, via French River and the Coteau.

	Water.	Rail.	Totals
Via French River, Montreal Northern Colonization, and North Shore Railways to Quebec	540	575	1,115
Via French River and Quebec direct Railway	540	500	1,040
Difference in favor of Quebec direct Railway.		75	75
Via French River, Renfrew, Ottawa, Montreal N. Colonization and N. S. Railway, to Quebec	540	562	1,102
Via French River and Quebec direct Railway	540	500	1,140
Difference in favor of Quebec direct Railway.		62	62
Via Sarnia, Grand Trunk and N. S. Railway to Quebec ,	620	659	1,279
Via French River and Quebec direct Railway	540	500	1,040
Difference in favor of Quebec direct Railwy.	80	159	239
Via French River, Renfrew, Ottawa and the Coteau, to New York.....	540	744	1,284
Via French River and Quebec direct Railway	540	500	1,040
Difference in favor of Quebec direct Railway.		244	244

The distance from Chicago by direct line is therefore seventy-five miles shorter than by the Montreal Northern Colonization and North Shore Railways; sixty-two miles less than *via* Renfrew and Ottawa; and 239 miles less than *via* Sarnia, the Grand Trunk and North Shore Railway. It is also 244 miles less than to New York *via* Renfrew, Ottawa City and Coteau Landing Railway, across the St. Lawrence.

Distance by water from Chicago to New York via Buffalo and Erie Canal. Also to Montreal and Quebec, via the Lakes and Saint Lawrence River.

	Miles.
Chicago to New York, via Buffalo and Erie Canal	1372
Chicago to Montreal, via Lakes and St. Lawrence	1280
Chicago to Quebec, via Lakes and St. Lawrence	1440

The part water and rail route from Chicago to Quebec, via mouth French River and Quebec direct, is 400 miles less than by the lakes and St Lawrence, 240 miles less than to Montreal by the same route, and 332 miles less than to New York, via Buffalo and Erie Canal.