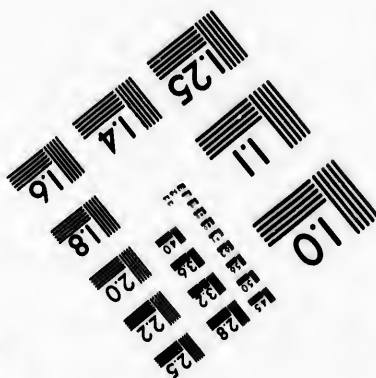
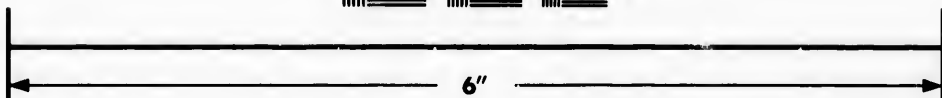
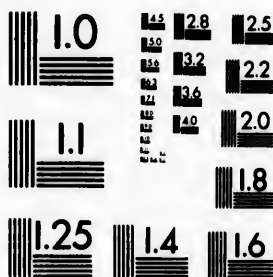


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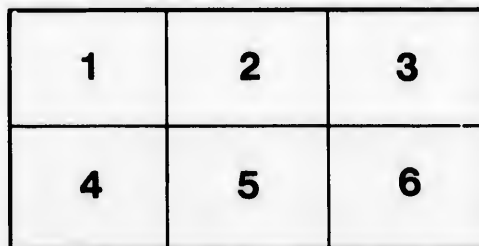
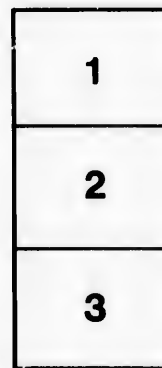
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RAIL ROAD

**Between Quebec, Montreal, Bytown,
and Georgian Bay.**

GREAT PUBLIC DEMONSTRATION.

*Presentation by A. M. DELISLE of the
Petition of the Citizens of Montreal to the
Common Council of Montreal, praying
for aid towards said Rail Road.*

SPEECH

**Of Alexander Maurice Delisle, Esq.,
in support of the above Petition.**

BRIDGE ON THE ST. LAWRENCE

OPINION OF OUR ENGINEER

On the practicability of bringing the Ottawa
Rail Road directly into the heart of the city
by the east side of Montreal Mountain.

Extracted from the *Montreal Gazette* and
Minerve newspapers, and published by
request of the citizens of Montreal.

MONTREAL :

W. SALTER & Co., PRINTERS

1853



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BAILROAD DEMONSTRATION.

The petition of the Citizens of Montreal, praying that the credit of the city be not given to the St. Lawrence and Ottawa Grand Junction Railroad Company, if that road has not its terminus in the heart of the City of Montreal without being "tapped" at Lachine in the direction of the United States before reaching the City, was presented on Wednesday night last to the Municipal authorities of the city of Montreal, with great éclat. The galleries and reserved seats in the lower part of the City Hall, were filled to overflowing by the most eminent Citizens and Capitalists in their anxiety to manifest the interest which they took in a case of such vital importance to the city. According to a notice which had been given at the preceding Session, Alderman Leeming, seconded by Councillor Cuvillier, at the opening of the Session, proposed that a deputation of the citizens be received at the bar of the Council, to present a petition, and that a member of that deputation should be permitted to speak to the merits of the same. This motion having been unanimously carried, Alderman Leeming introduced the deputation within the bar of the Council room, Mr. A. M. Delisle, who had been chosen as the organ of that deputation presented himself attended by Mr. M. Joseph Roy, Jacques Viger, John Molson, Jean Louis Beaudry, Dr. Wolfred Nelson, William Lunn, T. Bouthillier, J. B. Beaudry, C. T. Brault, Jacob DeWitt, Alexis Laframboise, P. Jodoin, Hubert Paré, Jean Bruneau, N. B. Desmarteau, B. Brewster, J. A. Gagnon, Alfred LaRocque, P. M. Galarneau, E. A. Montmarquet, F. X. Brazeau, Henry Judah, John Monk, and a crowd of other Citizens, whose names have escaped our memory for the moment.

The above list must, however, convey an idea of the importance of the occasion, a demonstration which has never been equalled since the Municipal incorporation of this city, and which will be gladly remembered when, through the agency of a Railroad from Montreal, to Bytown, and the Georgian Bay, our trade will be fostered by the products of the boundless and fertile Ottawa, and the Lakes above, when a Railroad on the North shore will unite our Town with the cities of Three Rivers and Quebec; in a word, when the two shores of the St. Lawrence will be spanned by a bridge in front of the city.

These great projects are to-day earnestly taken up by enterprising men of Montreal.

Mr. Delisle's speech, which we hasten to publish here, produced a most lively impression upon his imposing auditory, and he was frequently interrupted by applause of the most marked character, whenever the slightest allusion was made to the North shore Railroad. Mr. Delisle enjoys the advantage of speaking both languages with facility and elegance, addressed first in English and then in French language the Municipal Council.

The petition having been unfolded almost reached the two extremes of the apartment, and bore, we are informed, over 3,000 signatures, although it had only been circulated a few days.

After the petition had been read by the City Clerk and his Assistant, Mr. Delisle rose and said

Mr. Mayor and Gentlemen,—

I have to thank you, in the name of my fellow citizens for the indulgence you have extended to me of addressing you this evening as the exponent of their opinions. The number of names appended to the petition must have sufficed to make you understand that Montreal has but one voice just now, and that that voice is favourable to the object of the petition which we present to you.— You see before you Citizens of Montreal and high standing, who, by their presence and influence, come within to give weight to their signatures.

I could wish myself more worthy of accomplishing the important mission with which they

have honored me, and better able to repulse those adversaries of the interests of our city, who, prompted by selfish interests, attempt to transfer them from their legitimate channel.

To carry conviction to your breasts is the honorable distinction to which I now aspire.

In presenting myself before your Honourable body, as the delegate of opinions adopted by Citizens conspicuous for their enterprise, worth, and intelligence, I am not insensible to the fact that an abler champion of the policy they advocate, might have been selected, and that your sanction of their policy they advocate must be sought in the justice of our cause, and the lofty sense of duty by which you are animated.

Every project of public importance that fosters individual wealth, must conduce to the prosperity of the community, but the measure of that prosperity is incontestably established when it receives the stamp of Municipal authority.

We are entering upon a period of unexampled animation and activity, in our social and commercial world. The boundless wealth that flows in unceasing streams from the golden hills of California and Australia, penetrates by its influence these regions nourishing a spirit of enterprise, and facilitating the execution of national improvements, which otherwise might have languished for years.

It is at such an epoch that the outlines of future greatness, or permanent regret are traced, and at such a crisis every Citizen, animated by a sense of honor, feels that the interests of future generations are committed to his keeping. Silence under such circumstances would degenerate into cowardice, and hesitation invite deceit.

An issue of vital importance to the Citizens of Montreal has been discussed in the public journals. I bring it into your Municipal Hall as the legitimate tribunal for judgment.

The question raised is whether Montreal will consent to abandon all the advantages of her position, neglect the wishes of a numerous and increasing agricultural population, extending 75

miles North, and sanction the diversion of a natural and remunerative traffic from her own streets to the village of Lachine, and the town of Plattsburgh in the State of New York. In other words, the issue raised is, whether the Railroad to St. Andrews and Bytown, and thence, in future times, to the Georgian Bay, beyond the Ottawa shall spring from the heart of the City of Montreal, or whether it shall be merely a prolongation of the St. Louis and Province line from New York to the Ottawa.

It seems hardly credible that any discussion can arise, once the relative merits of the two projects are fairly pitted against each other and stripped of all disguising verbiage.

To surrender a natural and legitimate traffic incidental to our geographical position to reject a lucrative connection with the agriculturalists and lumbermen of the North and to surrender it to an Anglo American Company, would bespeak us ignorant of our duty, unworthy of our position and unmindful of our obligations. The Stockholders of the Plattsburgh and Montreal railroad were sincere at the expense of discretion when they avowed in speaking of the St. Louis and Province line road, "that your road will be of incalculable importance to the Cities of Troy, Albany and New York, by making it more fully to compete with Boston and the other Eastern Cities for the immense and valuable trade of the West and of the Canadas now finding a market in the direction."

Your policy is not to aid in diverting our traffic from the City of Montreal, your policy is concentration, the promotion of all projects calculated to augment our Commerce, furnish occupation to the citizens, facilitate the conveyance of articles of necessity or luxury, stimulate the improvement of the agricultural and manufacturing districts and enhance the value of landed property.

If you were inclined to delegate your functions to a railway company whose interests are adverse, (as I apprehend,) to our prosperity and who founded their claim to public confidence upon their possession of the only ferry over the St. Lawrence

available at all seasons of the year, are you not in a position to dictate terms and decide the most important question ever submitted for your deliberation, now that the Government have resolved to construct a Bridge over the St. Lawrence in front of this City. We accept the idea of a Bridge over the St. Lawrence in front of Montreal as a settled fact, and we derive from the language of the Governor General, when introducing the topic, a palpable hint to the projectors of the North Shore Railway that their strongest argument in favor of a Railroad from Quebec to Montreal, will rise vividly to sight when a bridge spans the St. Lawrence opposite Montreal. A bridge at any point lower down the stream, would but tap the traffic of the North Shore Railway and turn it South. A bridge at Quebec would extinguish the project of a North Shore railway for years, if not for ever, and cost possibly more; but a bridge at Montreal compels the construction of the North Shore line in which Montreal has the deepest interest, and, by that route the trade and travel from Portland and the Atlantic Seaboard to Quebec will flow—traversing in its course the future bridge over the St Lawrence and the most populous part of this City.

The means necessary for the construction of a North Shore Railway are not beyond the reach of the Counties through which it would pass—if they are permitted to avail themselves of a law but lately introduced to promote such enterprises in Western Canada, a law known as “An act to establish a consolidated loan fund for Upper Canada,” 16 Vic. Cap. 22, whereby any county can, through the Agency of the Receiver General by loan or debentures raise the funds requisite for any enterprise of public utility, and thus carry railway projects into execution from their own resources, backed by the credit of the Province.

A natural repugnance on the part of the representatives of French Canadian interests in the Provincial Parliament to expose their constituents to the temptations of speculative enterprises, when that Act was under discussion in Parliament, in-

duced them to circumscribe its authority to the limits of Upper Canada.

That error must be repaired at once. The Act ought rather to have included the entire Province, or been rejected as inapplicable to the intelligence of the people. As the act now stands, it turns the whole tide of Provincial credit into the chests of Upper Canada Municipalities, floating into view an endless succession of speculative schemes for which, eventually, the municipalities of Lower Canada will share in the responsibility, although now denying themselves all participation in the facilities which that act would confer upon them in the prosecution of a North Shore Railway and the numerous smaller lines which might flow into it from northern directions. When we contrast the respective pretensions of the Counties scattered along the north shore from Quebec to the Ottawa, with the same number of Counties in Upper Canada, whose names figure in the public journals as applicants for the money facilities of the Municipal Loan Fund,—whether that contrast be founded on the score of wealth, population, extent of territory or natural resources, we are sensible of the glaring injustice of excluding Lower Canada from the operation of that fund.

Every County from Quebec to the Ottawa is in a position, at this moment, to prosecute the completion of its own section of such a railway were each permitted, like the Upper Canada Counties, to exchange their bonds for those of the Province. They stand free from all indebtedness at this instant, and are rich to repletion in the possession of the main elements of railway enterprise,—means, men and materials. A brief sketch of the capabilities and resources of that section of the Province to which we allude may not be without its use, if it serve to stimulate its population, to cast aside the apathy with which they are taunted and prompt them to participate in the animated discussions of the railway arena.

First in the list of Counties figures Quebec, with its noble and capacious harbour, its important and extensive interests, its ancient capital and magni-

ficent scenery, to which tourists yearly throng in swelling numbers, its villages to the North, its timber coves to the South, and its 61,000 inhabitants. Such is the County of Quebec. Next comes the County of Portneuf exceeding in dimensions a German principality; prodigal of its water power, enlivened by its saw-mills and occupied by its 19,326 inhabitants.

The Counties of Champlain and St. Maurice follow next, partaking of the same normal features, we class them together.

They are rich in mineral wealth, celebrated for the excellence of the iron-ware produced at the forges of the Saint Maurice, for their mineral springs, and watered by noble rivers whose banks furnished active occupation to the lumberman. The Town of Three Rivers situated on the St. Lawrence is placed upon the margin of these Counties and its Cathedral, for which a grant of money was voted last session, may yet be constructed of stone conveyed by rail from the famous quarries of Terrebonne.

The two Counties number 41,458. Next in order comes Berthier, rich in agricultural products, boasting a moderate sized town and bounded in rear by hills filled with valuable timber, its population is 38,608.

Leinster follows next equally celebrated for its agricultural resources, and boasting the Rawdon Railroad, the only Railway as yet constructed on the North Shore—a Railway which hereafter will serve as one of the feeders of the Grand Trunk line on the North Shore and an example worthy of imitation by the other Counties as a model of economy, skill, and native talent.

The Rawdon Railway strikes from the village of Lanoraie, on the St. Lawrence, to the mountains of Rawdon in the interior, passing through a populous district peopled by 29,690 inhabitants.

We now arrive at the County of Terrebonne which enjoys a name indicative of the character of its soil, a character which it has honorably preserved to the present day.

This County is conspicuous for the profusion of

its water powers, and celebrated for the quarries from whence the materials for the construction of the Locks on the St. Ann's Canal were procured. It has some claims to a manufacturing reputation, boasting cloth mills and most extensive flouring and tanning establishments. Its population is stated at 26,791.

The County of Montreal, including Isle Jesus, the garden of the District, and a City of 60,000 inhabitants is already far the most important on the list; but when the proposed Bridge over the St. Lawrence has been carried into effect, the geographical position of this County will invest it with a permanent superiority over every other section of the Province, and the City of Montreal will become the head quarters of the British North American Railway System.

The population is set down at only 77,381, and it has been asserted, with a color of truth that the actual population is greater.

The County of Two Mountains bounds the County of Montreal to the North, it contains boundless water powers, extensive mills, and several large villages, and a wealthy farming interest,—its population is 30,470,—and is bounded on the North by the Ottawa County, the largest in the Province, extending along the banks of the River Ottawa for several hundred miles, and distinguished, above all other places, for its boundless forests of timber and water powers. It is only occupied by 22,903 inhabitants.

It thus appears from this brief sketch that not less than 344,163 inhabitants of Lower Canada, the majority of whom are of French Canadian origin, occupying three hundred miles of territory, in length, watered by two of the noblest rivers on this Continent; are deeply interested in promoting the construction of a railway from the City of Quebec to the Ottawa River at Bytown.

The above figures comprise one-fifth of the actual population of the Province, and embrace almost all the leading Capitalists of the country.—We have thus demonstrated beyond contradiction, that the inhabitants of the North Shore command

every attribute of success. The hour for action approaches, and your Municipal body will soon be enlisted in the debates upon the North Shore Railroad.

Such a railway we believe will follow if it does not actually precede the construction of a bridge opposite this City. As to the probability of a bridge being erected by the proprietors of the Lachine Railroad, we dismiss the scheme as visionary; but we point to the North Shore Railway as a measure destined to receive an early solution, and in as much as the interests of the Ottawa lumberers, and the Quebec Merchants are blended together in the prosecution of the timber trade those interests will be promoted by an uninterrupted line of communication extending from Quebec to Bytown.

These railways presided over by men of intelligence will doubtless adopt the principle of the broad gauge, whereby our Communications with the Atlantic Seaboard and Western Canada will be assured, and thus the present Municipal Council of Montreal may claim the merit of adopting a policy, whereby the City will, within a brief period, become the grand depot of a trade emanating from every quarter of the compass, and thus render Montreal the focus of the Railway traffic East, North, and West.

Let us descend to details.

The air line from the centre of Montreal to St. Andrew's is about equal to the air line from Lachine to St. Andrew's. Means, I am happy to inform you, have been adopted to determine the actual distances; but a few days may yet elapse ere the result is ascertained.

The direct line from the Ottawa to Montreal would enjoy all the traffic that the line from Lachine to the Ottawa could command.

The direct line would bring Montreal into communication with the agricultural, manufacturing, and mineral resources of the North. That North, so long neglected and isolated, so long deprived of all facilities of railway communication, abounding in all the elements which constitute

the wealth and importance of a people. If the axiom be true, the country makes the town, who can predict the future greatness of Montreal, when, through subsequent railway enterprises, consequent upon the construction of the line we advocate, the far north has been penetrated by the iron road, the mountain ranges traversed, and regions of almost fabulous extent, and teeming with the riches of the mineral world, poured into the heart of Montreal, a fitting tribute to the energy and enterprise of her inhabitants?

The inexhaustible quarries, stretching for miles to the north of the city, would be developed and facilitate the extensive use of an invaluable building material.

The lime would be prepared and conveyed to the agricultural districts to the South. Supplies of fuel drawn from the interior would furnish your population with that essential article of consumption at a reduced cost. The provisions and merchandise for the lumbering community would be drawn from this city.

Such are some of the obvious results that would follow the construction of a railway from the heart of Montreal to the interior; but it must be remembered that the creation of a main line is speedily followed by subsidiary lines which diverge right and left, tapping the sources of industry and swelling the channel of the main stream. Terrebonne, L'Assomption, Isle Jesus, and, in one word, the whole of the northern and eastern sections of the country would soon avail themselves of the facilities of communication; and, as the main line ascended the Ottawa, it would throw its feeders inland, and foster that rapid settlement of the interior which but awaits the aids of civilization to disclose its value.

Resuming the consideration of the proper locality for a terminus. It would seem as if Providence sanctioned a scheme so calculated to alleviate the disasters of the victims by the late fire; for it must be evident that the terminus will hereafter be found located in some spot now laid waste by that conflagration, and thus one of the

strongest objections which ordinarily arise to the introduction of a railway depôt into the heart of a city, consequent upon the destruction of property or violation of social feelings, would be here unheard, and the municipality be indirectly the means of repairing the losses sustained by the late conflagration, without resorting to private or public contribution. We have asserted that the direct line from Montreal to the Ottawa would command all the traffic that could, under any circumstances, be conveyed from the Ottawa to Lachine.

I shall now advert to the pecuniary advantages of the direct line.

It would not be chargeable with any share of the cost of the line from Lachine to Montreal.

The quantity of stone now brought from the quarries to Montreal averages at least 60,000 tons yearly. This item alone, at 2s. per ton railway carriage, would amount to £6000 per annum, and this will continue an increasing source of income. The lime and sand required for local use would yield one-third of that sum or £1500.

The proportion of firewood conveyed by this line may be estimated at 20,000 cords annually at 2s. each—£2000.

Thus these few items would realize an income of 6 per cent on a capital of above £150,000, which sum would go far towards the construction of the line, if the Directors be free to employ native industry, and negotiate their stock directly with London Capitalists.

If we have alluded in seemingly disparaging terms to the Lachine line, we have done so in no ungenerous spirit. We are strong in the justice of our cause as we are familiar with the difficulties that interpose in their path.

Their fancied right to construct a rail road to Bytown is an agreeable illusion. The act to which they point conveys no such power. The act known as the 13 and 14 Vic., Cap. 113, bearing date 10th August 1850, and entitled "An Act to continue and extend the Montreal and Lachine Railroad and to incorporate the St. Lawrence and

Ottawa Grand Junction Railroad Company," empowers the company to extend their line from Lachine to Prescott in Upper Canada, "either in the direction of St. Anns, Vaudreuil, Rigaud and towards Hawkesbury, and thence to some place at or near as conveniently may be to Prescott, or in the direction of St. Eustache, St. Andrews, Grenville and thence to some place at or as conveniently as may be to Prescott,"—but throughout the Act the name of Bytown is not once mentioned or alluded to. Nay, more, they cannot venture to construct a railroad to Bytown, until they apply to, and obtain from the Provincial Legislature a special act for that purpose, they have failed to give the formal notice to that effect.

We both stand before the Province equally denuded of Legislative authority; but in our case the consciousness that we faithfully reflect the sentiments of the Citizens, while we enjoy the confidence and will secure the pecuniary support of the municipality, removes us from the rank of rivals. The directors of this Ottawa Company claim the right of disposing of our interests. As citizens of Montreal we resist these pretensions and repudiate their claims. We demand, that the interests of Montreal shall be paramount to all others.

We invoke you to vindicate her title, and ere it be too late, interpose your authority to stay the policy of diverting the legitimate traffic of the city to the American frontier.

We entreat you immediately to make known to our representatives in the Provincial Parliament the wishes and determination of your and their constituents in this matter, urging them as we now do you, to raise their voice against any further attempt in Parliament to jeopardise our dearest interests.

If we have failed to carry conviction to your breasts, do not distrust the cause we advocate but rather impute its failure to my inability to advocate it as it should be.

The voice of public opinion is never false when calm and unmoved by political passions, and you

will but echo that voice when you pronounce your decision that the Northern or Ottawa Railroad should spring from the heart of the city of Montreal.

We have already occupied much of your time, but we sincerely hope that our efforts to parry the blow aimed at this city and our efforts to retain and secure our legitimate rights, will not be unavailing.

We respectfully, but with all the energy we possess, urge upon your worshipful body our claims to justice; we entreat you, as our representatives to look narrowly at our and your own interests, and on all occasions, to direct public improvements and public opinion in the proper direction. In doing so be mindful not to be swayed by feelings of personal and local interests; but on the other hand be watchful that illegitimate and adverse interests do not preponderate over ours.

A few of us have been deputed to make known to you the feelings and ardent wishes of your constituents and fellow citizens; but you also see in and around this Hall men whose white locks have seldom or ever adorned your Chambers; men of younger years and also occupying high positions, for their station and wealth, have also flocked to your halls and now fill them to overflowing zealously watching over their threatened interests and prepared and determined to defend them. You must know and feel that, if on any one occasion, popular opinion unsullied by political animosity was ever manifested in this city, it is this eventful night.

This address already exceeds its intended bounds and we must take our leave of you.

In doing so, we must, in the terms of the petition, call upon you to reject and refuse any aid towards the construction of a Railroad to Bytown whose terminus may not be into the very heart of this City, and tapped at no place in the direction of the State of New York before it reaches this Town. And whilst we make this call upon your worshipful body, the unanimous voice of your fellow citizens and constituents calls loudly upon you

to lend the aid and the credit of the city in the construction of any line of railroad going directly east of the Montreal Mountain to St. Eustache in the direction of Bytown.

Now, Mr. Mayor, our adversaries have, through the Channel of the press and Engineers in their pay, attempted to demonstrate our plan as impracticable, that the route we propose offered natural obstacles impossible to overcome. Well! let those gentlemen understand that there is more than one Engineer in the country. In conjunction with some friends, I have caused an examination of the pretended obstacles to be made by a civil Engineer and Provincial Surveyor of distinction.

I hold in my hand the written opinion of that Scientific man, and I will now read it. It will be already seen that nothing opposed the passage of a railroad at the Northeast end of the Mountain of Montreal, and more than this, that our adversaries will find in their favorite line still greater obstacles to overcome. I will now read the opinion of this man of the art, and call most particular attention to it.

I, the undersigned, François Victor Regnaud, Provincial Surveyor and Civil Engineer, residing in Montreal, certify that having been requested by Alexander M. Delisle, Esq., and other Citizens and Proprietors, residing in the said City, to examine, in my aforesaid capacity, if it were possible to trace and lay a *Line* of Railroad starting from Craig Street to reach Coteau St. Louis, in such a manner as to continue such Railroad from Craig Street aforesaid, to any given point on the River des Prairies, and leading to the same by the Line which would offer the least difficulties to reach St. Eustache, in the County of Two Mountains, and crossing Isle Jesus.

Although I have had but little time to examine the question and visit the ground, I do not hesitate to answer affirmatively, yes, by means of certain Segments (arcs ou courbes) and taking a point of departure from Craig Street to reach the road of *Petite Cote de la Visitation* by the usual means of

embankments and excavations, every obstacle which that hill (Coteau) seems to offer by its height can be readily overcome, and in no wise embarrass the Engineer charged with overcoming that obstacle.

I measured a distance, starting from Craig Street, of three thousand nine hundred and sixty feet to reach a point on Mr. Logan's property, and I found that the difference of level is but sixty feet, or one sixty-sixth part. But this sixty-sixth part, by means of the Segments of which I have spoken above, could be so reduced as to offer but a very slight declivity. This place, however, is the one which offers the greatest difficulty to surmount. Going from Coteau St. Louis to reach the banks of the River des Prairies, the shorter route and that which offers the least difficulties to overcome, is that which leads in a direct line to the Viau bridge. I indicate that point because a bridge already exists there, and that in case a Company became compelled to erect another in consequence of the owner of that bridge declining to sell it, that point is, without contradiction, one of the most eligible for the erection of a bridge on the River des Prairies.

I frequently went over the ground which lies between Viau bridge and the bridge above St Rose on the river Ottawa, and nothing ever struck me as offering any difficulty to the construction of a Railroad across Isle Jesus. From this point the St. Eustache bridge can readily be reached by following the right bank of the Ottawa. St. Eustache can likewise be reached by the more direct line of St. Martin.

If I have adverted to St. Rose it is because such a line would offer to the farmers of St. Therese, St. Jerome, and the northern Townships, which, within a few years, have much increased in population, the means, at no distant day, of having branch roads which might be prolonged to the very heart of the mountains, in the rear of St. Jerome, on the north river, and afford the inhabitants of those remote parts an opportunity of reaching the city of Montreal with their produce in less

than two hours, and also from the northern Seigniories and the townships of Abercrombie, Morin, Beresford, and Wexford.

I say more, these products might be taken directly to the very markets and wharves of the city of Montreal, by continuing the rails along Craig street, the Hay Market, McGill street, and also Commissioners street.

As to another question which has been submitted to me, if it was to my knowledge that there were any obstacles to overcome in going directly from Lachine across the Island of Montreal? As Deputy Grand Voyer for this County, I have traversed the Island of Montreal in every direction, and I am perfectly acquainted with its topography.

It would be an error to believe that it offers a perfectly smooth surface. I do not pretend to make any mention of the Mountain of Montreal as its existence is known to every individual in the Island, but to the other parts of that Island. I think it is impossible to lay a Rail Road from the village of Lachine to the extreme point opposite Isle Bizard, without being obliged to overcome similar difficulties to those which offer themselves to reach Craig street by the Coteau St. Louis.

If any doubt should arise as to the conclusiveness to which I point, I invite any one to go to the spot between the 15th of April and the 15th of May now next, *during the spring floods*, and visit the lands which divide the limits of the village of Lachine up to the summit of Cote St Remi, or *les Sources*, or merely examine the farms of Jean Bt. Meloche, Jean Bt. Dumouchel, and Jean Bt. Descarrie, in front of the Isle Dorval. They will return convinced of the truth of my statement.

Difficulties almost analogous to those pointed out present themselves to reach the road of the Cote Sarraguay, in the Parish of St. Genevieve. I must however add, with reference to these difficulties that, like those which present themselves by a line leading to the heart of the city of Montreal, they can all be easily overcome.

Another difficulty, of which the problem is not as easily solved, is the erection of the two bridges,

on the River des Prairies on each side of Isle Bizard, whilst on the other line a bridge is already in existence. All the world is aware how many difficulties must be overcome to erect a bridge upon that River. Nothing less was needed than such an enterprising genius and determination as that displayed by our fellow citizen and compatriot Pascal Persillier dit La Chapelle to construct the bridge at Labord á Plouf.

I have drawn up the present report at my office in Montreal, this fifteenth Feb. 1853.

T. J. V. REGNAUD,
Prov. Sur. & Civ. Engr.

After reading this document, Mr. Delisle again tendered thanks to His Honor the Mayor and the Councillors for the kind attention they had given him, and expressed his hope that they would not be deaf to the appeal of their constituents.

It was then immediately intimated to the Deputation that the Petition would be referred to a Committee to be taken in consideration.

As the Municipal Elections are now going on, it is not probable that the Council will meet for some days.

There exists no doubt in the success of the course adopted by Mr. Delisle.

