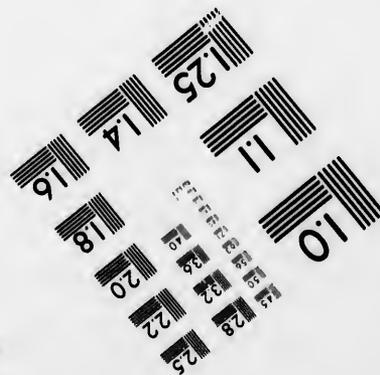
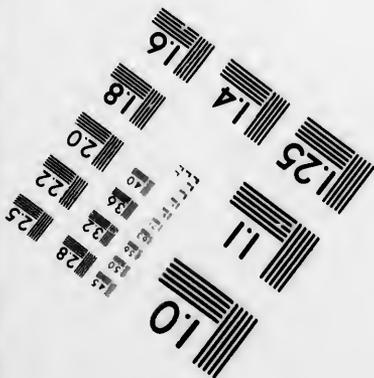
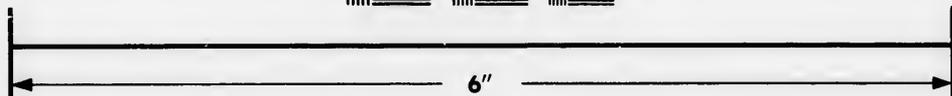
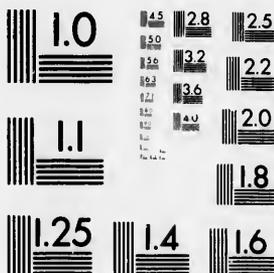


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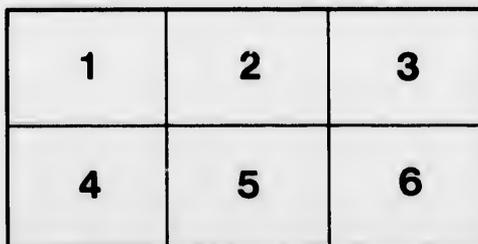
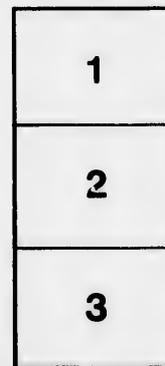
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PROSPECTUS

OF THE

Quebec and Lake St. John RAILWAY,

(Formerly Quebec and Gosford Railway.)

Incorporated by a special Act of the Legislature of the Province of Quebec, passed in the year 1869,

Vict. 32, Cap. 53,

Amended by " 34, " 24,

" " 35, " 24,

and " 38, "

Subsidized by Vict. 32, Cap. 52,

Amended by " 34, " 21,

" " 35, " 22,

And by Land Grant Act, " 35, " 23,

Amended by " 37, " 2.

CAPITAL STOCK, - - - - \$5,000,000.

QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE.

1873.



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CAPITAL STOCK, - - - - \$5,000,000.

QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE.

1875.

PROSPECTUS

OF THE

Quebec and Lake St. John Railway,

PROVINCE OF QUEBEC,

CANADA.

The City of Quebec, founded by Champlain, in the year 1608, and the oldest town of importance on the Continent of America, stands on a bold promontory at the junction of the River St. Charles with the St. Lawrence. On the Quebec side of the latter river a splendid agricultural country, settled two hundred years ago, and inhabited by a happy, contented, and comparatively prosperous people, stretches from east to west as far as the eye can reach. This country is unfortunately, however, only a fringe of settlement on the border of the forest. At a distance of ten miles from the St. Lawrence, the Laurentian range of mountains, which stretches from Labrador to Lake Huron, appears to bar effectually the progress of settlement, and to indicate that the limit of agricultural development north of the river has been reached. With the first settlement of the country this strip between the mountain range and the river soon became filled up, and the tide of immigration flowed westward. Quebec having no back country, and her people contenting themselves with one trade of forwarding lumber which came from the west, and neglecting to develop the resources of her own neighborhood, was gradually outstripped by other cities.

The vast country, which stretches North and West, from the Laurentian mountains for five hundred miles to Hudson's Bay, remained for many years an unknown territory, frequented only by the Indians and the employees of

the different furtrading companies. By degrees however the lumbermen, the great pioneers of settlement in Northern countries, from the River St. Maurice, on one side, and the Saguenay on the other, began to find their way into this country. Reports of the great fertility of the soil reached the older settlements, and farmers commenced to establish themselves on the shores of Lake St. John, a large sheet of water 100 miles from Quebec, from which the Saguenay flows, and, to a lesser extent, on the River St. Maurice and its tributaries. Notwithstanding the great distance from markets, and the difficulty of communication, the Lake St. John settlements flourished and increased, and the people of Quebec began to realize that their back country, so long unknown, was valuable.

In 1854 a company was formed in Quebec, under the name of the Quebec Northern Railway, called later the Quebec and Saguenay Railway, for the purpose of building a railroad—a thing then almost unknown in Canada—from Quebec to the River St. Anne, with the intention of extending it to Lake St. John. The project, however, after making some progress in the way of surveys, location, &c., fell through, and nothing further was done, with the exception of gaining information by means of Government explorations until 1868, when the question was again agitated by a number of prominent gentlemen, and in 1869 the Quebec and Gosford Railway Company was incorporated by the Legislature, for the purpose of building a line from Quebec, in the direction which a road must take to reach Lake St. John, to the township of Gosford, a distance of 26 miles.

The Company was organized under the presidency of Mr. H. G. Joly, M. P. P., and a board of direction composed of some of the best men in Quebec. The Provincial Government gave a subsidy of \$1,710 per mile, the City of Quebec subscribed \$10,000 of stock, and the subscriptions from private individuals—afterwards increased, from time to time, by several prominent merchants in the most generous manner—were liberal; but the means at the disposal of the Company were insufficient to build an ordinary iron road, so it was decided to lay wooden rails, and replace them with iron, when the traffic justified its being done.

The contract was given to Mr. J. B. Hulbert, a gentleman who had constructed a similar road in the United States,

and was by him rapidly carried out, the line being completed and fully equipped with rolling stock by the fall of 1871, when it was leased to the contractor for three years. The line was successfully worked during the remainder of the season of 1871, and from May to November, 1872, and sources of traffic developed which far exceeded the expectations of the Company, and the ability of the wooden road to carry. Three large saw mills were erected at points where the line crosses as many streams, large quantities of firewood and square timber were cut and hauled to the road, and quite a large passenger traffic realized, principally through pic-nic excursions from the city to the different picturesque spots on the line, which became very popular, and which promise to become quite an item in passenger traffic when iron rails are laid, and excursionists can be certain of the time to be occupied. This was impossible with the wooden road, as rain, frost, or snow on the rails, prevented trains from running, in consequence of the wheels slipping, so that the line could not be worked in winter, or even during bad, or frosty weather. The freight traffic was, from this cause, very much less than what could have been obtained, and considerable quantities of freight are still lying at different points on the road, waiting transportation. The traffic of the line, during the period referred to, was as follows:—

TRAFFIC RETURNS.

Copied from the Official Returns made to Parliament.

1871.

AFTER 1ST SEPTEMBER TO END OF WORKING SEASON.

	Car loads.
Firewood.....2,215 cords.....	554
Spruce lumber...313,875 feet B. M.....	157
Hardwood.....10,960 “ “	5
Square Birch.....5,200 cubic feet.....	52
Merchandise.....16,740 lbs.....	4
Passengers.....1,344.....	54
Total.....	826

Train Mileage.....16,740 miles.

1872.

WORKING SEASON, MAY TO NOVEMBER.

	Car loads.
Firewood	8,244 cords..... 2,061
Square Birch	21,000 cubic feet..... 210
Pine and Spruce } Deals and Lumber }	1,432,800 feet B M..... 716
Do. Saw logs.....	35,000 pieces..... 3,000
Merchandise.....	543,978 lbs..... 69
Passengers	5,382..... 206
Total.....	6,262

Train Mileage.....182,988 miles.

[True Copy.]

J. J. RICKON,

Engineer.

In 1873 the Lessee, having become much involved through connection with other large contracts, left Quebec, and the lease was cancelled by mutual consent. The line having got much out of repair, through the wearing of the rails, and their not having been renewed, most of the season was lost in making temporary repairs, and the necessary financial arrangements, and consequently very little work was done. In 1874 the line was not worked, except by the millowners, who brought in their lumber.

Had iron rails been laid originally, there can be no doubt that a large and remunerative traffic would have been received. As it was, the wooden road was worked to its utmost capacity, and 1,500 carloads of freight, got out in 1872 and 1873, still remain to be transported.

After the completion of the first section, the original idea of building a railway to Lake St. John was not lost sight of. In the winter of 1870 a surveying party under Mr. Casgrain, P. L. S., made a survey of the then proposed line from the township of Roemont, adjoining Gosford, to the mouth of the River Metabetchonan, on Lake St. John. This surveyor reported a practicable route for a railway. In 1872 another party under Mr. Sullivan, P. L. S., was

sent by the Provincial Government, Parliament having voted a sum for that purpose, over nearly the same route. The report of this surveyor was unfavorable, and as he was of opinion that a line over this high country, though the most direct, would be very expensive to construct, it was decided to seek a more favorable line further west.

In the spring of 1872 a petition was received by the Company, signed by 340 farmers, inhabitants of the flourishing township of Roberval, at the mouth of the River Ouitchouanish on Lake St. John, praying the Company to establish their terminus at that point, and calling their attention to the extremely favorable route for a railway between Quebec and that place, which could be used. (Vide Appendix D.)

During the session of 1871 a large grant of land was made by the Legislature of the Province in aid of the extension of the railway to Lake St. John. The grant consists of 10,000 acres per mile, to be taken from the Government lands in the Counties of Quebec, Montmorenci and Chicoutimi.

In the winter of 1873-74, another surveying party, under Mr. Horace Dumais, P. L. S., was sent out by the Provincial Government, and a careful survey was made of the country between Lake St. John and the River St. Maurice, starting from the River Ouitchouan, on Lake St. John, by Commissioners' Lake, Lake Edouard and the River Batisseau, and again from Lake Edouard to La Tuque, and by the River Croche and the River Ouitchouanish to Lake St. John.

The reports on both these lines, which are annexed, (see Appendix A), and which indicate a very thorough and careful examination of the country, were extremely favorable. The former, which is the most direct, passes through a level country, well watered, and thickly wooded with valuable timber, and containing a large proportion of farming land. The second, from the mouth of the River Croche to its source, passes through even better land, of which the Surveyor speaks in the most enthusiastic terms. One, or the other, of these routes will probably be selected when the line is located.

The publication of the reports of these surveys caused a very strong feeling in Quebec in favor of the enterprise, and numerous petitions were addressed to the City Council urging them to agree to the proposition which had been made by the Company, and to subscribe the stock which the city was asked to take in the enterprise. These petitions were signed by nearly four thousand tax-payers, and property holders in the city, including His Grace the Archbishop, the clergy, and nearly every prominent merchant and business man. After a long discussion, and arrangement of details, the City Council pledged itself, by an almost unanimous vote, to obtain power from the Legislature to subscribe an amount of stock, which, though not quite what the Company had asked for, is however, a very liberal grant, and serves to indicate the strong favor in which the scheme is held by the Citizens of Quebec. The particulars of the vote of the City Council will be seen on reference to Appendix F.

The inhabitants of the several townships on Lake St. John, and of St. Raymond, have also expressed their willingness to subscribe for stock, to the extent of their means, as soon as they are called upon to do so.

This brings the history of the road down to the present time.

The value of the Assets of the Company will be seen on reference to Appendix G.

COUNTRY THROUGH WHICH THE LINE RUNS.

The Company's line commences in the suburb of St. Sauveur, Quebec, where the terminus is for the present situated, until the line can be extended to deep water on the St. Lawrence. The depot ground at the terminus consists of twelve acres of very valuable land—very high prices are now being paid for land in this vicinity—well fenced in, and forming a commodious and extensive yard, which, after the line is extended into the city, will still be of very great use for storing cars, bulky freight, fuel for engines, and for shops, and other purposes.

Leaving the terminus, the line runs west and north, through the parishes of St. Sauveur, Ste. Foye, Ancienne

9

Lorette, St. Ambroise, and Ste. Catherines, reaching the Jacques Cartier River at a point 16 miles from Quebec. At this place there is an excellent water-power, capable of driving many manufactories, and already a large saw mill has been built, which will give considerable traffic to the road. The quantity of lumber on the Jacques Cartier is great, and the extension of this item of traffic promises to be considerable when the railway is fairly running. Up to this point, the country passed through is thickly settled, and altogether cleared.

After crossing the Jacques Cartier the line passes through a partly settled and partly wooded country, until the River aux Pins is reached, at a distance of 21 miles from Quebec. Here a large steam saw mill has been erected, and excellent lumber, both pine and spruce, is turned out. Leaving this point, the course is through a more hilly country, almost entirely covered with the best of hardwood, suitable for firewood and square timber. The terminus is reached at Lower Lac à l'Isle, in the Township of Gosford, a distance of 26 miles from Quebec. Another saw mill has been built at this point which will furnish a large quantity of freight.

The Company owns 20 acres of land for depot ground at this terminus, besides 12,500 acres in the immediate vicinity. The quantity of firewood in this neighborhood is almost inexhaustible, and will furnish as much freight as the road can carry for many years to come.

Leaving the terminus of the present road, the projected line runs in a westerly direction for 13 miles, reaching the River Ste. Anne, at the village of St. Raymond, the proposed terminus of the first section, a distance of about 40 miles from Quebec. The Ste. Anne has been lumbered on for some years, and the quantity of timber on its banks is even greater than on the Jacques Cartier. A prominent merchant of Quebec has stated his intention of building two large mills here, as soon as the railway reaches this point. St. Raymond is a flourishing parish, one of the largest and most prosperous in the vicinity of Quebec, and contains a population of 4,000. A large traffic may be expected from this parish, as the distance from a market is, at present, a great drawback to its prosperity, and prevents new lands being taken up.

From St. Raymond, the second section, after crossing the River Ste. Anne, takes a north-westerly direction, passing through a well timbered country, until the River Batiscan, is reached. From this point, the two most favorable projected lines diverge; one taking the most direct route to Lake St. John by the valley of the Batiscan, Lake Edward, Little Bostonnais, Commissioners' Lake, and River Ouiatchouan, and reaching the Lake at the village of Notre-Dame du Lac, in the township of Roberval, before mentioned. The country from the Batiscan to this point, is described by the Government surveyor as level, and offering no obstacles to the construction of a railway. A large quantity of the land is excellently adapted for agriculture, and almost all of it is richly timbered. The line passes through a large block of land, containing 319,440 acres, which until last year, when it was exchanged for a money subsidy, was the property of the North Shore Railway Company. This block, which includes the large and fertile "Isle du Lac Edouard," is described by Mr. G. A. Gouin, a well known and highly esteemed lumberman, who was consulted, as to its value, by the Directors of the North Shore R. R., as follows:—"I beg to inform you that I am, and have been "lumbering on lands adjacent to Block "B" on the river "Batiscan, and that I know that block to be a virgin tract of "lumber, and is as favorably located, for lumbering and "agricultural purposes, as that worked by me, which "produces a very fine quality of White Pine, Spruce and "other timber. The timber brought down this river commands the highest price in all the markets of Great Britain." And the official remarks of the Crown Lands Department upon this block are:—"Well timbered, the "greatest part fit for settlement."

The other line, after leaving the River Batiscan, crosses the water-sheds of several branches of the St. Maurice, until it reaches the mouth of the River Croche, near La Tuque, on the main St. Maurice. This point is the depot for the lumbering supplies of the whole of the vast region drained by the St. Maurice, and the construction of the railway, or a branch of it, from Quebec to La Tuque, would secure to the line the transport of nearly all the supplies required for the lumbering operations of the river, which are estimated at 2,000 tons per annum, and would be an immense saving to the lumberman. At La Tuque several large farms, in connection with the different lumbering establishments,

are under cultivation, and it only requires the means of communication with a market to ensure the location here of a large settlement.

From La Tuque this line follows in a north easterly direction the valley of the Croche, a river which flows through an almost level country, the few rapids in its course being so small, as to be obliterated when the water is high. The land on this river is thus described by the government surveyor: "The soil in the valley of the River Croche is "richer. Flat lands so to speak, nearly half-a-mile wide, "covered with luxuriant vegetation, among which elm and "and ash predominate, stretch away on each side of the "river for a distance of at least fifty miles. There are "several settlements along these strips, at which abundant "crops of hay and oats are raised.

"These rivers are all well timbered; pine is to be seen "all the way from the township Charlevoix, on Lake St. "John, to La Tuque."

Leaving the River Croche, the line crosses the height of land, and follows the Oujatchouanish River to Lake St. John, reaching nearly the same point as the line via the Batiscan, but at an increased distance of about 30 miles.

Lake St. John, which is situated in latitude 48.3° North, longitude 72° West, is a large sheet of water, nearly circular in shape, and covers an area of about 700 square miles. It is fed by six large rivers, besides several of minor importance. The Peribonca, which flows in from the North-East, has been explored for 150 miles from its mouth without arriving at its source. The Mistassini, which comes from the North, has been explored for the same distance, with a like result; this river is the route taken by voyageurs to Lake Mistassin, a large lake in the far north, which discharges into the Hudson's Bay. The Chamouchouan, which falls into the Lake from the North-West, is, at a distance of 100 miles from its mouth, still a large river, over 400 feet in width. The Oujatchouan, Oujatchouanish, and Metabetchouan, which flow in from the South and West, are large streams which have been thoroughly explored in connection with the location of this railway.

All these rivers are rich in Pine and Spruce timber. Some of them are literally untouched, while others have been lumbered on for some years by Messrs. Price Bros. & Co. of Quebec, who own, at Chicoutimi, on the Saguenay, one of the largest saw mills in Canada, cutting annually from twenty to thirty million feet of lumber. Ships of the largest tonnage load this lumber at Chicoutimi, for all parts of the world, but the navigation of the Saguenay between this point and Lake St. John, a distance of 50 miles, is, unfortunately, impossible. Most of the saw logs for this mill come from the Lake, and are towed from the mouths of the different rivers, to the discharge, by a steamer built by the above named firm for that purpose. The carrying of supplies for this lumbering business, which may be indefinitely extended, must form a large item in the traffic of the Lake St. John Railway.

The country around Lake St. John is said to be equal, if not superior, for agricultural purposes, to any in the Province, and is estimated to be capable, with the other tracts traversed by the proposed line, of sustaining a population of from 200,000 to 300,000 persons. In that portion alone, surveyed by Mr. Dunaïs, he reports a quantity of good land, sufficient to serve a population of 75,000 to 100,000 souls. Excellent crops are raised here, including wheat, equal to any grown in Canada, and the climate is milder, the snowfall less, and sowing and harvesting two weeks earlier than in the neighborhood of Quebec. This may be attributed to the low elevation of the country, and to the shelter afforded by the high ranges of mountains which, on the North-West, protect this district from cold winds, and on the East, from the damp winds and heavy snowstorms which come from the Gulf of St. Lawrence. The route of the railway is protected in a similar way by the Laurentian mountains, which run from North-East to South-West, parallel to the proposed line, and for the purpose of passing through which, the deviation from Quebec to St. Raymond is necessary. But the great drawback to the settlement of this country at present, is, that by the circuitous route that has to be taken, and which can only be used during the season of navigation, the farmer at Lake St. John is 300 miles from his market. This can only be remedied by the construction of this railway.

TRAFFIC.

It would of course be premature to give estimates for the traffic on the whole line, before it is even located, especially as the greater part of the country to be traversed is, as yet, almost uninhabited. An estimate has however been made by the Chief Engineer of the traffic on the first section, from Quebec to St Raymond, which, it is confidently believed, will be fully verified in practice. (See Appendix F.)

The items of firewood and lumber on this section must be very great sources of traffic. The former will, as has been previously stated, only be limited by the ability of the line to carry it. The latter, if only the mills at present in operation on the Gosford line are considered, would be sufficient to employ ten cars per diem all the year round; and if the mills contemplated are built, a full daily train of deals and sawn lumber could be safely calculated on.

But, if this the is case on the first section, what must it be for the remainder of the road, where the timber is comparatively untouched? Between Quebec and Lake St. John the line crosses, or touches no less than thirteen large rivers, besides numerous streams of less importance. Each of these points of intersection must become a mill site. Streams, which to the lumberman are now inaccessible, or timber too far from rivers to be profitably cut, become, with a railway, and moveable steam mills, invaluable. Can there be any doubt then, that sawn lumber will form a most important and remunerative source of traffic for this road? The whole of the foreign lumber trade of the United States—notably that with South America and the West Indies—is rapidly falling into Canadian hands, and so great is their own consumption, (the annual production of White Pine sawn lumber in the United States is estimated at the enormous figure of 4,000,000,000 feet, while that of Canada is still under 1,000,000,000,) and so rapidly are they denuding their forests, that they must soon be dependent on us to a great extent for even their domestic wants. When this becomes the case, how enormously must our produce of lumber be increased, to supply the demand. No other timber limits in Canada are situated within so short a distance of a seaport, with every convenience for shipping to any quarter of the globe, so that

the railway cannot do otherwise than develop the lumber production of this region to its utmost capacity. Even at the present time the manufacture of logs on the Saguenay and the St. Maurice is equal to about one hundred and twenty million feet of lumber annually, or sufficient to load 15,000 platform cars of the largest size !

The traffic in produce and passengers on the first section will be considerable. On the other sections it will have to be developed as the country becomes settled; and no more rapid means can be found for settling a timber country which is fit for anything, than through the timber trade. In Canada the lumberman and the pioneer settler have invariably gone together, mutually assisting and being useful to one another. The lumberman buying all the farmer can raise in summer, and paying him for his labor in the winter.

Freighting the supplies and men for the lumbering operation on the St. Maurice and Saguenay must also be a large source of revenue to the railway. At present those for the first named river have to be taken over one hundred miles to the distributing point on the main river, part of the way in carts, and the balance in boats and canoes, at an expense varying from \$16, to \$20, per ton. Whereas they could be carried, profitably, by rail the same distance, for \$2.50 per ton. The same is the case, to a great extent, in the Lake St. John country. There can be no doubt that the road will get nearly the whole of this traffic, which may be estimated at 4,000 passengers, 2,500 tons of freight, and 800 horses.

The total population to be served by the line, and the produce raised by them, at the date of the last census, will be seen on reference to Appendix C.

SUMMARY.

The objects of the Lake St. John Railway Company may be summed up as follows: The Company seek to open up to cultivation an immense territory, lying at our very doors, capable of adding one fourth to the population of the Province.

They wish to make useful to the City of Quebec, the valuable back country which nature has given her, and they seek to develop a lumber trade, which, while being beneficial to the country, will be profitable to the undertaking.

That there is a necessity, and a pressing one, for increased railway accommodation in the Province of Quebec, and more particularly in that portion of it lying north of the St. Lawrence, may be seen by comparing the railway mileage of the United States, and the other Provinces of Canada, in operation at the end of 1872, with that of the Province of Quebec, giving the proportions to area and population.

STATEMENT showing the mileage of Railways in operation in the United States and Canada at the end of 1872, compared with area and population. (Sidings &c. not included).

TERRITORY.	Population 1870-1871.	Area square miles.	Miles of R. R. in op- eration.	Sqr miles to one mile of R. R.	Inhabitants per mile of R. R.
New England States.....	3,586,000	68,348	5,053	1 3	709
Middle States.....	10,666,000	137,623	13,499	10. 2	790
Western States.....	14,680,000	1,928,588	32,303	32. 1	436
Southern States.....	11,090,000	789,378	14,112	55. 9	786
Pacific States	810,000	458,371	2,127	214. 5	379
Total United States.....	40,232,000	2,492,316	67,104	37. 1	599
Ontario	1,620,851	107,780	2,114	51	767
Nova Scotia.....	387,800	21,731	347	63	1,118
New Brunswick.....	285,777	27,322	333	82	859
Quebec, total, (wooden roads inclusive)..	1,191,575	193,355	730	265	1,632
Quebec, North of St Law- rence.....	558,182	169,000	101	1,584	5,529

The objections which have been offered to this, as objections are to almost every scheme, in its inception, are:—

1. That the road will run too far North.
2. That the depth of snow will make it difficult to work the line in winter.
3. That the roughness of the country will render it too expensive to build.
4. That the soil is not adapted for agriculture.
5. That lumber being its principal source of traffic, the line will not pay.

To the first objection it may be answered—that the extreme northerly point to be touched by the Quebec and Lake St. John Railway, is more than ten miles further *south* than the northernmost on the Intercolonial, and from fifty to four hundred miles further south than *nearly the whole* of the Canadian Pacific R R : that Lake Nipissing (which is to be the point of junction of the Pacific with the Canadian railway system, and to which Toronto is now building a railway, which, though running through a country described in the Government map of 1857, as being “barren and rocky,” is already paying handsomely) is only 120 miles further south than the Lake St. John, or in about the same latitude as Quebec ;—while Lake Nipigon, in Ontario, another important point on the Pacific line, is 100 miles north of Lake St. John, and finally that the Intercolonial, for nearly 400 miles of its length, runs between the same degrees of latitude as the Lake St. John R R. In any case, the question of difference in latitude is apt to be thought too much of, as it requires a great many degrees to make any perceptible change, as far as commerce is concerned. For instance, the canals in the State of New York are always closed almost simultaneously with our own, and generally several days before the close of navigation at Quebec.

In answer to the second objection, it has already been shown that the snowfall, owing to the shelter of the ranges of mountains standing between the St. Lawrence and the valley through which the line will run, and which naturally take away the force of easterly storms, is much less in this region, than in the neighborhood of Quebec. As a proof of this, one of the surveying parties found that when there was a depth of four feet of snow at Quebec, there were only eighteen inches on the headwaters of the Batis-can.

To the third and fourth objections, the report of Mr. Surveyor Dumais, is, perhaps, the best and most complete contradiction which can be offered.

To the fifth—the experience of numerous railways, both in Canada and in the United States, proves that lumber is a most remunerative article of traffic. In Florida, a small line, 45 miles in length, which depends entirely on lumber for traffic, and carries it in competition with a river running alongside, cleared in 1873, after paying all expenses, nearly 7 per cent on the entire cost of the road. Numerous railways in Minnesota, Wisconsin and Michigan have been built solely for the purpose of carrying lumber; and in Ontario it is the principal source of traffic on several lines—for instance, in 1873 it contributed 76 per cent of the total freight receipts of the Toronto and Nipissing R. R., 74 per cent of the Midland, and 65 per cent of those of the Toronto, Grey and Bruce R. R. All of these roads carried large quantities of firewood, the first named 27,562 cords, the second about 8,000, and the last 20,174 cords. As the Toronto and Nipissing runs through a country which, if Government reports are to be believed, is very much inferior to that to be traversed by the Quebec and Lake St. John, and has a very similar climate, it will be interesting to see how that line has succeeded. According to the last annual report of that Company, the receipts for the year ending 30th June, 1874, were, from passengers \$69,198, from freight, &c. \$149,009, total \$218,207, the operating expenses were \$121,273, or 55 per cent of the earnings, and the surplus was \$96,934, equal to 6 per cent on the *entire cost of the road*. The freight traffic of this line for that year was made up as follows:

Firewood.....	27,562 Cords.....	45,940 tons
Square Timber.....	40,759 Cubic feet...	1,019 "
Sawn Lumber.....	16,695,879 Feet B. M...	23,850 "
Shingles, sleepers, flour, wheat, grain and merchandise, &c. &c.....		29,958 "
		<hr/>
		100,767 tons

The accounts of the Midland R. R. of Canada, having its terminus at Port Hope, show even a greater traffic in lumber. The total earnings of the road for the year ending 31st December, 1873, were, from passengers, \$80,489; from

freight, &c., \$237,670; total, \$318,159. The operating, repairs, and expenses of all descriptions, were \$180,176, or 57 per cent. of the earnings, and the net profit \$137,983, equal to 6 per cent. on the cost of the road.

The freight carried was made up as follows, (although sawn lumber reached the enormous figure of 65 million feet, it was, owing to the depression in the lumber trade, 14 million feet less than in the previous year):

MIDLAND R. R. (*Broad Gauge.*)

FREIGHT.	
65,868,000 feet Sawn Lumber.....	82,335 tons.
569,000 cubic feet Timber... ..	12,640 "
21,268 M. Shingles	4,260 "
936 Cars of Pickets and Ties..	9,360 "
1,000 " Firewood.....	10,000 "
	<hr/>
	118,595 tons—74 p. c.
All other freight.....	42,473 " 26 "
	<hr/>
	161,068 tons—100 p. c.

A better proof than this of the feasibility of the Lake St. John R. R. scheme, or a fairer promise for its future, could hardly be offered.

CONCLUSION.

In conclusion, the Directors of the Quebec and Lake St. John R. R. Company cannot but think that their project is one which must be attractive to capitalists—indeed it has proved so already to a great extent—and which, being patriotic, is well worthy the liberal assistance and sympathy it has received from the Citizens of Quebec, and which it will no doubt receive from the Government of the Province

APPENDICES.

- A.—Extracts from the report of Mr. Horace Dumais P. L. S.
- B.—Statistics of the present annual production of lumber in the territory to be served by the Railway.
- C.—Census report for 1871, and agricultural products of the same territory.
- D.—Copy of petition from the inhabitants of Roberval.
- E.—Opinions of the press, newspaper correspondence, &c.
- F.—Resolutions of the City Council of Quebec, granting aid to the line.
- G.—Assets of the Company, rolling stock, &c.
- H.—Construction and Traffic estimates.
- J.—Charter of the Company, amendments, and land grant.

Appendix A.

EXTRACTS from the Reports of Mr. Horace Dumais, Provincial Land Surveyor, on an exploration made, by order of the Government, of the country between Lake St. John and the River St. Maurice, Province of Quebec.

[Translation.]

NOTRE-DAME D'HEUREVILLE, 6th April, 1874.

To the Honorable the Commissioner of Crown Lands.

Sir,

I have the honor to inform you that the exploration and sealing of the river Ouïatchouan, part of the Great Bostonnais and Batiséan, comprising the Island of Lake Edouard, and other tributaries to the east, the Little Bostonnais and part of the River Croche and Ouïatchouanish, have, owing to the winter having been usually favorable for such operations, been brought to a successful termination.

The result of my operations far exceeds the hopes which I entertained that it might be possible to open up to colonization a part of the vast domain lying between us and the valley of the St. Lawrence.

There can now be no doubt that the isolated colony of Lake St. John will in a very short time be connected by a long chain of settlements with the fine parishes along the St. Lawrence, between Quebec and Three Rivers, and also with the valley of the St. Maurice.

The Laurentian range has, so to speak, been effaced from the region which I have explored: the highest lands not rising six hundred feet above the level of Lake St. John.

After passing the first hill which rises south of the lake on the second mile, a slightly undulating plain presents itself, extending from North to South for a long distance. Above Commissioners' Lake, another rise, less than the first, leads to the level of the height of land, and forms the second and last plateau. The descent towards the St. Lawrence is almost imperceptible. The valley is wide and the view magnificent. As for the soil and timber, the essentials of the region, they are at least satisfactory. The land is not, certainly, composed of alluvion and clay, like that of the greater part of the valley of Lake St. John, but gray and yellow earth, mixed in some places with sand, and covered by a very rich mould, which promises much, if the luxuriant forests of every sort of wood to be found in the province, which cover this part of the country from one river to the other, may be considered a favorable indication.

The Island of Lake Edouard is the key, or rather the hyphen, connecting the valleys of the St. Lawrence and the Saguenay.

The soil in the valley of the River Croche is richer. Flat lands so to speak, nearly half a mile wide, covered with a luxuriant vegetation, among which elm and ash predominate, stretch away on each side of the river for a distance of at least fifty miles. There are several settlements along these strips, at which abundant crops of hay and oats are raised.

These rivers are all well timbered; pine is to be seen all the way from the township Charlevoix, on Lake St. John, to La Tuque. The river Croche is rich in pine of the best quality. Mr. Hall makes 25,000 logs a year, on it, and at the same rate, there is a supply for many years to come.

I was rather disagreeably surprised by the appearance of the St. Maurice. It is almost a miniature of the Saguenay with its steep banks and bare rocks.

To state that there is no practicable road along the St. Maurice; that the lumbering firms operating on the upper St. Maurice, have not yet succeeded in opening up communication with the Piles; is tantamount to saying that the advantages of this part of the country do not quite justify the descriptions and encouraging reports we have so often read of this interesting valley.

It would appear from the statements of competent parties, agents of the lumbering firms referred to above, who have lived more than twenty years in this section, that it is almost impossible to run a railway through the St. Maurice valley, except at enormous cost.

The most natural route and the cheapest, being at least 600 feet below the line run by Mr. Sullivan, on the heights, and which would traverse large tracts of good land and magnificent forests, is to be found only in the valley of the River Batiscan.

A branch could be made to connect the St. Maurice and the River Croche, by the valley of the River Bostonnais, the rivers "Au Loup" and Jeannette.

I pause here. I perceive that I am anticipating my report, which will be transmitted to you as soon as completed. I am about beginning the plans, which bid fair to be a work of some time: about five hundred miles of chaining to be laid down on paper.

I have the honor to be,

Ac., &c.,

P. H. DUMAIS.

P. L. S.

(True copy.)

E. E. TACHE,

Assistant Commissioner.

Department of Crown Lands,
Quebec, 5th September, 1874.

CONCLUSION.

(Copy.)

The ensemble of the explorations performed in this part of the territory of Lake St. John and of the St. Maurice, gives a sufficiently accurate idea of the relative importance of these two valleys, so that it may be said that the one is almost a continuation of the other, so insignificant are the objects interposed between them.

The secrets of Geology might perhaps tell us the precise date of their separation, for the Lake St. John must in a far remote time, have discharged its waters into the St. Maurice by the Riv. Croche.

It may certainly be supposed, that the lands which we now cultivate in the County of Chicoutimi, were formerly the bed of this lake, and that the beautiful and fertile valley of the Croche, served as a passage for these waters towards the St. Lawrence, by a channel quite different from that which they now follow, and joined the waters of the St. Lawrence more directly than they do at Tadoussac.

This may suffice to show clearly that the valley of Lake St. John, is not a basin with no outlet towards the West, as was at first thought, and surrounded on all sides by the lofty chain of the Laurentides, which made the opening of communications very difficult and indeed impossible for a railway, and isolated this fine valley from that of the St. Lawrence and of the St. Maurice, by a space of more than a hundred miles of unfruitful and barren land, and altogether unfit for purposes of Colonization.

We, ourselves, crossed the Laurentides several times in those places which are known to be the least difficult and the most accessible, but each time we became convinced that this immense country was only fit for hunting and fishing, and that it was impossible to construct a railway through it, unless at the expense of millions.

At present, taking into consideration the past explorations which we have made, and that just completed, the contrast is re-assuring: I now perceive a gentle descent, with hardly any obstacle, towards the St. Lawrence, passing by the side of those mountains and precipices which we used to regard as our only possible passage. We see also a territory but little broken, fit for cultivation, and covered with magnificent timber, with every facility for transport; a territory capable of receiving and settling a population of many thousand souls, numerous water powers placed here and there for the utility and industry of this population: a territory which will permit the location of a railway, more than a thousand feet below the present trace, and above all traversing a fertile region, which requires only arms to work it to become rich and prosperous.

The valleys of Oniatehonan, Bostonnais, Batiscan, Little Bostonnais and the Croche, which I have explored, contain nearly a million acres of arable land, with half a million acres included in the county of Chicoutimi. This is much more than sufficient to interest the Government and friends of Colonization to favor, and at the same time to help the settlement of the vast Domain comprised within the Province of Quebec, and which may so largely contribute to its advancement and prosperity.

The whole humbly submitted.

I have the honor to be,

Ac., &c., &c.

(Signed,)

P. H. DUMAIS

P. L. S.

(True copy.)

E. E. TACHE.

Assistant Commissioner.

Department of Crown Lands.

Quebec, 5th September, 1871.

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STATEMENT of Saw-logs and other timber manufactured
the Quebec and Lake St. John

Name of River.	Tributary of	Saw-logs, pieces.		Equivalent in sawn lum- ber, feet, board measure.	
		Pine.	Spruce.	Pine.	Spruce.
Jacques-Cartier	St. Lawrence.....		30,000	}	
St. Anne.....	do	922	42,554		
Batisseau	do	5,352	20,353		
Portneuf.....	do		15,000		
Bostonnais	St. Maurice.....	8,095	2,726		
East Branch.....	do	43,086	2,078		
Mekinak.....	do	24,855	17,836		
Croche.....	do	5,413	2,325		
Metabetchouan	Lake St. John.....				
Oujatehouan.....	do				
Oujatehouanish.....	do				
Chamouchouan.....	do	60,591	144,874	12,078,200	14,487,400
Mistassini	do				
Peribonca.....	do				
Other rivers.....	do and Saguenay.....				
Total.....		148,114	277,726	29,622,800	27,772,600

Quebec, January, 1875

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manufactured
e St. John

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in 1874 on the rivers which will be crossed, or touched, by
Railway.—(From official returns.)

in sawn lumber, feet, board measure.	
Spruce.	
13,285,200	
14,487,400	
27,772,600	

Square timber, cubic feet.			Total equal to car- loads, largest size.	Percentage of pro- bable increase when it is built.	Remarks.
Birch.	Tamarac.	Other timber			
283,651	108,213	5,068		<p>The total receipts of square Birch, in Quebec, in 1874, were 850,954 feet, and of Tamarac 324,638 feet. The quantity coming from the North Shore between Quebec and Three Rivers has been estimated at one-third of the total receipts of this locally manufactured timber.</p> <p>The Pine and Spruce Saw-logs were actually manufactured on Government lands on these rivers. If logs made on farmers' lands were added, the totals would be very much greater. This also excludes logs made on the main St. Maurice, all its West branches, and the East branches above the Croche, on which from 400,000 @ 500,000 logs, or 80 per cent of the whole, are annually cut.</p>
.....	3,321		
283,651	108,213	8,389	100 per	cent.

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EXTRACTS from the Census report of Canada for 1871, to be traversed or supplied by the Quebec and produce, &c., for the Census of 1871, have not ascertained to be 25 per cent in the County of and 100 per cent in Chicoutimi. The figures for

Locality.	Population.		Bushels wheat.	Bushels all other Grains.	Bushels vegeta- bles.	Tons Hay.	lbs. Cheese
	1861.	1871.					
City of Quebec.....	59,990	59,690	.....	.....	.....	.....	.....
County of Quebec.....	19,012	19,607	8,826	419,002	559,256	28,332	3,608
Do Portneuf.....	21,291	22,569	52,371	903,628	518,778	23,016	240
Do Champlain....	20,008	22,052	63,772	786,594	338,791	19,467	1,914
Do Chicoutimi ...	10,478	17,493	21,824	291,798	205,616	7,296	.....
Total.....	.....	141,420	146,793	2,401,022	1,622,435	78,111	5,762
Deduct, for portions of above counties not served by the proposed line, say :—	.....	27,212	60,277	949,861	568,598	28,326	1,979
50 pr. ct. of Champlain.							
50 pr. ct. of Portneuf.							
25 pr. ct. of Quebec Co.							
In district to be served by Q. & L. St. J. R. R.	.....	114,208	86,516	1,451,161	1,053,837	49,786	3,783
Equal to tons of 2,000 lbs	.....	.....	2,595	36,279	26,346	49,786	1 $\frac{1783}{2000}$

dix C.

showing the population and annual produce of the district Lake St. John Railway.—(The returns of agricultural yet been published, but the increase since 1861 has been Quebec, 50 per cent in Portneuf, 50 per cent in Champlain, 1861 have therefore been taken, adding these percentages.)

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Tons	lbs.
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23,016	240
19,467	1,914
7,296
78,111	5,762
.....
28,326	1,979
.....
49,786	3,783
.....
49,786	1 $\frac{1783}{2000}$

lbs. Butter.	Bbls. Beef and Pork.	lbs. Wool.	Yds cloth Flannel and linen	lbs. Flax and Hemp.	Head of live stock.	Value of live stock.	Land.	
							Acres cultiv't'd.	Acres held.
						\$		
					3,962	194,514		
287,906	5,179	19,912	22,383	11,121	33,375	728,400	95,916	213,767
429,169	7,774	59,347	103,479	78,432	68,632	832,984	166,425	451,171
219,472	6,703	52,189	117,132	37,774	58,063	604,749	110,574	350,010
123,554	3,874	30,790	60,562	10,146	37,492	453,348	80,830	255,338
1,060,101	23,530	162,238	303,556	157,473	201,524	2,795,995	453,745	1,279,286
396,296	8,533	60,745	115,901	70,883	71,691	900,966	162,478	458,532
663,805	14,997	101,493	187,655	86,590	129,833	1,895,029	291,267	820,754
331	1,499	51	.....	43	.....	.....	.....	.....

Appendix D.

PETITION.—from the inhabitants of the Township of Roberval, on Lake St. John.

Roberval, 4th May, 1872.

To the Honorable President and Directors
of the Gosford Wooden Railway Company.

We, the undersigned, all farmers of the municipality of Roberval, in the County of Chicoutimi, humbly submit the following :

That all the colonists of Lake St. John, your subscribers in particular, have heard with the greatest satisfaction the determination made by your Company to prolong the line already at Gosford, to the border of Lake St. John, and our satisfaction is the greater, as we see the communication will bring us into direct relation with Quebec, and will be the means of rapidly increasing the colonization, without counting the great advantage that will accrue to Quebec by attracting to it provisions, and a lumber trade which will be very considerable.

That the said Company having also decided on taking the management of their work to prolong the route to the borders of Lake St. John, could not make a better choice of a place for the Terminus than by taking the magnificent site found at the mouth of the river Ouïatchouanish in the township of Roberval. Among other advantages offered by the site at the mouth of the said river we can mention without fear :

1st. That there is a deep basin found at the mouth of this said river, which could serve as a harbour for several large vessels, thus affording facility for the navigation of Lake St. John, and easy communication with all other ports on the Lake, and among others River Metabetchouan, St. Jerome, La Decharge, Peribonca, Mistassini, and others in good time.

2nd. That grist and saw mills would be set up, and wheat is grown on the said River Ouïatchouanish sufficient to supply several large mills, and which would all go to the depot if it should be there.

3rd. That the place above mentioned is in the centre of population and trade opened up by the Kenogami Road and other similar roads, offering the perspective of a city.

4th. That the Gosford Railway, at the mouth of the said river Ouïatchouanish, will find itself near the centre of the parish of Notre-Dame du Lac St. Jean, and at a short distance from several other parishes which, though young, are flourishing.

5th. That in having the terminus at the said river, the railway will necessarily pass through the valley of Lake St. John (the valley of good land) which extends from the borders of Lake St. John to a great distance in the rear of the townships of Roberval, Ouïatchouan, Ashnamouchouan and Demeules.

6th. They would find a road without obstacles from the said river to twenty leagues beyond. The truth of this statement can be proved, and as to a plan we can give you security in the persons of Louis Cleasy, Jerry Maher, Ambroise Guil and Charles Nepton, who offer to find a good route for a railway without any notable obstacle, from Lake St. John to Quebec or its environs.

We conclude that the fine site on the Quiatchouanish should be chosen in preference to all others for a terminus, for the reasons above cited, and we will not cease to pray for the success of the enterprise.

(Here follow the signatures, 340 in number.)

Appendix E.

OPINIONS OF THE PRESS.

Letter in "Morning Chronicle" 25th October, 1873.

(To The Editor of the Morning Chronicle.)

Sir,

Observing the correspondence signed X. Y. Z. in your issue of the 15th instant, I hasten to make a few remarks on behalf of the project he advocates so strongly: being well acquainted with the surrounding country of Quebec City—and as much so of the Parish of St. Raymond, which lies to its North-West.

I do not hesitate in saying that if the Gosford Railway was extended to the village of St. Raymond, it would in all respects repay the Company handsomely on the small outlay necessary to complete it, as it is known to all who are acquainted with the locality that the present terminus of the road lies in a swamp, within twelve miles of the village, with no road of communication fit for a horse to travel over. Now Mr. Editor, the parish of St. Raymond is the largest in area on the North Shore of the River St. Lawrence, and at present contains at least 6000 souls, with good and substantial chances of rapid increase. The soil is excellent for agricultural purposes, and in places superior to the lands of the valley of Quebec, being clay and sandy loam, flat and well watered, its market being Quebec City. The communication therewith is circuitous, and the distance forty-five miles; that obstacle alone is sufficient to discourage intending settlers.

It is the prevailing opinion that should the Directors of the Gosford Railway Company see fit to extend the line to the village during next season, they will have the hearty cooperation of all here, and in doing so it will be a great stepping stone in the right direction towards the fulfilment of the grand object, the extension of the road to Lake St. John, by inducing settlers to locate the lands in the interior, on a route which will eventually be chosen for the project—as settlements are invariably made on rivers and valleys of easiest access.

I dare say there are some who are averse to the project, labouring under the idea that the construction of a railway is not practicable; but I can assure them there are no impediments. The possibility of construction as far as St. Raymond is a certainty, and even for a further distance of forty or fifty miles in a westward direction; and, moreover, the road can be built to the village with easier gradients and less earth-work than the part already constructed.

I must also draw your attention to the following fact—the greater extent of the Company's lands lie on the north bank of the River St. Anne, and as far as six miles towards the north of it, being in close approximation to the north branch of the River St. Anne: that the River St. Anne proper is flanked by an inaccessible mountain range on the north bank, completely shutting out communication with the rear ranges of the township of Gosford, and necessitating the depot for all lumber made on the Company's lands to be at the junction of the north branch with the River St. Anne proper, which is at this village, the centre of the parish.

I am confident that after a careful survey of the route proposed by those familiar with the locality, the directors will be astonished at the easy grades obtainable, and light earthwork that can be shown, and will confirm "X. Y. Z's." estimate of \$15,000 per mile equipped.

I am Sir,

Yours, &c.,

T. RAIL.

St. Raymond, October 20th, 1873.

From the "Mercury," 1st April 1874.

The adoption by the City Council of the report of the Finance Committee, refusing the aid asked by the Lake St. John Railway Company, was not a surprise to us, but we did think that some discussion would have taken place, and some compromise have been effected. Though not prepared to go to the extent indicated in the motion proposed by Councillor Taschereau in favor of a grant to the whole length of the proposed line, we do consider, as we said some time ago, that it would be good policy for the city to subscribe a lesser amount, say \$100,000 on the first section to St. Raymond.

In the first place, we think it would be a disgrace to the city, and a standing monument to our want of energy, to allow this railway, on which over a quarter of a million dollars have been expended, to be abandoned. This will have to be done unless some one comes to the rescue, and public spirited gentlemen in the community have already sacrificed too much in subscriptions to this road, to be called on again. The duty now lies with the Government and the Corporation. Unless the latter move now, the Executive will, when applied to for a share of the redistribution of the railway surplus, say—"your own people do not take any interest in this road." The benefits of railways have been so often illustrated, and are so universally admitted, that it seems useless to repeat them. Chicago, to day, has twenty five lines of railroad running into the City. Her progress is unexampled. Toronto has six; Montreal will have seven; the little town of Sherbrooke will have five. We are burning with anxiety to spend hundreds of millions in building three thousand miles of road to communicate with some ten thousand Whites in British Columbia, while, with strange inconsistency, we are indifferent to the fact that double that number of our own countrymen are isolated within a hundred miles of us for want of railway communication. If the city grant the amount we suggest, we think that, leaving out of the question the great impetus its trade would receive from building rolling stock, &c., and the working of the line, the interest would be far more than provided for by the taxes to be collected from the two or three hundred families employed on the road and in its workshops, and through leasing the Palais property to the Company for yards and depot.

THE LAKE ST. JOHN RAILWAY.

(To the Editor of the Morning Chronicle.)

Sir,—The public will, no doubt, be pleased to hear of the rumored intention of the Director, of the Lake St. John Railway to push this important undertaking forthwith. I say important, as I believe it to be more so than any enterprise ever undertaken in Quebec, and likely to be of even greater advantage to the city than the North Shore, from which we all believe Quebec will derive so much benefit. This may seem a strong assertion, but let us consider the probable results of the completion of the two lines. The North Shore, running through an old settled country, and alongside of a splendid water communication, will not open up any new settlements, or increase to any great extent the lumber trade of the port; nor can it bring us the whole trade of the country through which it runs—though we hope it will bring a good share—as that is already done, principally by Montreal during the season of navigation, by means of the river; but it will give us rapid communication, winter and summer, with the outside world, give our manufactures and cheap labor a chance to come into play, and bring us a share of the great trade of the West.

The Lake St. John Railway, on the other hand, will open up a new territory, the back country proper of Quebec, with a climate and soil better than our own, estimated to be capable of sustaining a population of three hundred thousand souls, and whose trade, when opened up by the railway, must be done entirely by Quebec. The line can have no competing route, either water or rail. The trade of the existing settlements on the Lake will be very considerable as it is; what will it be when a large immigration pours into this desirable country, as it must when opened up by the railway. The traffic in firewood must be very large, as the supply close at hand is almost inexhaustible. The supplies for the lumbering operations of the St. Maurice and Saguenay, now mostly furnished by Montreal and Three Rivers, and which may be valued at \$200,000 to \$300,000 per annum, would then be bought altogether in Quebec. But the great feature of the undertaking, and the most hopeful one for the city, is the lumber trade it will develop. After passing a point 30 miles from Quebec, the line will run altogether through timber limits until it reaches Lake St. John. Every stream capable of floating a log becomes, on a railway passing through a richly timbered country, a mill site. Even in a comparatively poor timber district like that traversed by the Grand Trunk between Quebec and Richmond, eight or ten large saw-mills have been started since the line was built. On that portion of the Gosford Railway which runs through an unsettled country, only about ten miles in length, three saw-mills of considerable capacity were built immediately after the road was opened. What will it be, then, with a road running through rich timber limits, which already supply, though now very inaccessible, a large proportion of the logs sawn in this neighborhood, and from which a great quantity of the timber, remote from streams, can only be got at by a railway?

Would there be room for such an extension of the trade in sawn lumber, and is not the market already sufficiently glutted?—are questions which might be asked. Let us look elsewhere—the manufacture in the United States is going on at such a rate, that their best informed men warn lumberers that in a very few years more there will be no pine, fit to cut, east of the Rocky Mountains. All our unused timber lands will then come into play to supply both the United States, and the great markets of Australia, South Africa, South America, and the West Indies, which they have so

long controlled. We are accustomed to consider Quebec the lumber shipping port of the world; but is it so? We cut in the vicinity of Quebec something like 130,000,000 feet of deals and lumber. In Chicago they do a little more—the receipts there in 1873, for a little over six months (I have not the figures for the whole year) were 680,000,000, and for the year may be estimated at 1,000,000,000 feet, or eight times as much as our manufacture.

A large proportion of this timber comes to Chicago by rail from Minnesota and Wisconsin, and finds its way to New York by many hundred miles of lake freighting, and after transshipment, and tedious and expensive lightering through canals, is landed there, and finally reshipped to the many markets which American enterprise has found for it. How little must be left for the miller in the far West, after paying all these charges, or how great must be the prices realized in these markets! Surely we can compete in this trade.

If the supply in the United States is diminishing as rapidly as practical men say it is, Canada is destined to do nearly the whole of the immense foreign lumber trade now done by the Union from the Atlantic side. Would we be too sanguine, then, in saying that if the timber is in the country, the Lake St. John R. R. alone might eventually double our trade in sawn lumber? The question is whether that trade shall be carried on at Montreal, Three Rivers or Quebec. If we build this Lake St. John Railway, we tap the supplies of the two greatest rivers lying entirely in the Province, — the St. Maurice and Saguenay—double their manufacture of saw logs, and bring their trade to our doors. If we do not do so, Montreal, which is already exporting a large quantity of lumber to South America, will build their projected line to the Lake, via St. Jerome and La Tuque, and besides taking all the trade of our natural back country, will export to the South American, and other new markets, all its lumber which Three Rivers cannot control.

Is not the construction of this railway, then, an important question for Quebec, and is it not a matter for congratulation that something is to be done at last?

Yours Truly,

X. Y. Z.

Quebec, 14th Sept., 1874.

PROFESSOR LARUE'S OPINION.

(Translated from the French.)

Several years have elapsed since public attention was first directed towards the construction of a line of railroad having for its object the bringing of the fertile valley of Lake St. John into communication with the City of Quebec. During that period explorations were repeatedly made, giving rise to reports more or less encouraging, or more or less unfavorable.

Now, however, this question seems about to present itself under a new aspect. Mr. Horace Dumais, a young and talented civil engineer, has recently addressed to the Honorable Commissioner of Crown Lands, a letter replete with information of a very surprising and unaffected nature, the result of an exploration recently made by him by order of the Provincial Government.

Before submitting to the public, Mr. Dumais' letter, as well as the conclusions of his Report, it may not be without interest to give a short account of the different explorations made up to the present time, in order to be able to compare one with the other, and to judge more easily of the advantages and disadvantages of the line that each recommend.

For greater clearness we will divide our subject into two parts :

- 1st. The Topography of the localities of the proposed lines.
- 2nd. Economical considerations.

TOPOGRAPHY.

By glancing now on the accompanying map it will be seen that Lake St. John is situated to the North of Quebec, the distance in a direct line between these two points being 120 miles.

No navigable rivers connect this lake with Quebec.

On the other hand, it will also appear that Lake St. John discharges itself by the River Saguenay into the River St. Lawrence, at Tadousac. Between Tadousac and Lake St. John is to be found the growing town of Chicoutimi.

The distance between Lake St. John and Chicoutimi is 60 miles, and between Chicoutimi and Tadousac 101 miles.

That part of the Saguenay which flows between Tadousac and Chicoutimi is navigable for ships of large tonnage, but the ships have to be towed the whole distance by steamers.

From Chicoutimi to Lake St. John, no navigation is possible, owing to the numerous rapids which obstruct the river and render it wholly impassable.

Hence it follows that the line of communication required by trade between the large and fertile valley of Lake St. John and the River St. Lawrence can only be effected by a railroad.

By reference to the plan it will be seen that as the result of the explorations made up to date, three distinct Routes are indicated ;

- 1st Route..... "SULLIVAN'S."
- 3nd Route..... "DUMAIS' No. 1."
- 3rd Route..... "DUMAIS' No. 3."

These three routes starting from Lake St. John, all unite at one point, "St. Raymond," a distance of twelve leagues from Quebec.

The Sullivan route is the shortest ; nevertheless, it is thrown aside, the country being mountainous, full of swamps, and wholly unfit for cultivation and colonization.

The Dumais route (No. 1,) though of greater length than the preceding is much to be preferred. It runs through rich valleys, covered with magnificent forests, and offering by their fertility a vast field to colonization.

But the Dumais line (No. 2.) the last one explored, presents decided advantages over the other two.

Setting aside the Sullivan route as well as the Dumais route, No. 1, we will confine ourselves to a few observations in regard to Dumais route, No. 2, which, in Dumais' estimation, is far more advantageous than the two others.

This route (No. 2,) as shown on the map, starts a little to the west of Lake St. John and runs along the banks of the River Croche, which may be said to be a continuation of the Oniatehouanish, to La Tuque. From La Tuque it takes an easterly course to Lake Edward, and finally attains St. Raymond, and thence runs to Quebec.

By following this direction, this route (Dumais No. 2) traverses an uninterrupted suite of magnificent valleys, all connected together and presenting the richest growth of most valuable timber, and a soil offering to the colonist and farmer the highest conditions to fertility.

But let us see what Mr. Dumais himself says in his letter addressed to the Commissioner of Crown Lands on 6th April last, (1874.)—See Appendix A.

ECONOMICAL CONSIDERATIONS

From Mr. Dumais letter and Report, it would follow then that it is a settled fact that in the vast area of country extending to the north of Quebec, immense and beautiful valleys are to be found covering thousands of acres of cultivable land and of the best description, awaiting but the woodman's axe to give forth their riches and become a granary replete with abundance.

It would then appear true that this, the richest part of the vast domain of the Province of Quebec, is lying idle and unproductive; this land which would be the backbone of Quebec, and without which, despite our efforts, Quebec can only languish and decay.

Let us suppose, for an instant, this large extent of fertile country to be colonized, brought into cultivation, and inhabited by a population of 500,000 souls! Let us suppose, and this is the case, that the only opening for such a prospect will be through Quebec.

What a magnificent prospect!

Does not then this momentous question commend itself by its importance to the attention of every one, and ought not Mr. Dumais' report to engage without further delay the serious consideration of all those whose duties in different degrees, impose upon them the care and furtherance of public interest.

HUBERT LARUE.

Quebec, Nov. 10, 1874.

LAKE ST. JOHN RAILWAY.

(Courrier du Canada, 18th Nov., 1874.)

When the Company applied to the Corporation for aid, many of our councillors declared themselves in favor of the proposition; but first required the consent of the taxpayers. In this they showed their wisdom, as the question was far too important to be otherwise decided upon.

But since the citizens have expressed such favorable views, both by the numerous signed petitions, and by the voice of the general public, the councillors need no longer hesitate. If they are as sincere as we wish them to be, if they respect the wishes of their constituents, they will act without further delay. The citizens have their eyes upon them, and await with confidence their vote in favor of the proposition which will contribute so much to the welfare of the city.

What they ask is not considerable, \$100,000 for 26 miles of road. Not a cent of this will have to be paid before the first section is completed and received. This amount represents an annual charge of \$6,000 for interest, and \$1,000 for sinking fund, in all, a total of \$7,000. From this amount, \$2,000 per annum should be deducted, which sum the Company are willing to pay for the lease of a piece of ground within its limits for a depot ground; and a further sum of \$2,000 per annum, to be levied on the Company and its employees for taxes. There will then remain the balance of \$3,000 per annum, to be paid by the city, for the construction and equipment of the first section of the road. This important section being completed will not only ensure the completion of the whole road; but will also secure to the Company the Government aid for its entire length.

The real amount to be paid, will be \$4,000 per annum, which will include a sinking fund of 2 per cent. (this will cancel the debt in 25 years.) which will not be more than one half cent in the dollar on the rateable value of real estate. This is about the cost of St. John's gate.

When we consider that this road, as soon as it commences operations, will be entitled to share in the re-appropriation of the Railway grant, through the lapsing of the grants of those who have not conformed to the law; that this road will draw the commerce of Lake St. John to Quebec; that it will open up an immense region which will give access to a large population; that it will cross inexhaustible forests, where some hundreds of rich parishes will undoubtedly be founded; that it will create a new back country; when we see that some of our largest capitalists are engaged in the enterprise, and that they ask nothing until the work is completed, can we hesitate to take part in an affair which will not cost the city for a considerable time, more than a half cent in the dollar! certainly not. Judging from this point of view, the councillors will without doubt act. They preferred waiting the opinion of the citizens. They know now what that is, and that it accords with their own views; so that there is nothing now left for them but to act.

They must not delay; all delays are fatal. At present the law passed, is in our favor; if we put it off, we may not for a long time find the Legislature again disposed to make so large a grant in the distribution of the public funds.

Put the Company in a position to secure the city these advantages, and to obtain this large concession from the Government. Prove that we believe in the success of the

road; it will cost us nothing, we shall benefit largely, and we shall be exposed to no risks, as we pay nothing until the road is completed.

Let those who yet doubt the effects of railroads on property, go to St. Roch, the Palais, St. Joseph street and elsewhere, they will there find an astonishing rise in the rents and value of land. In some places, we do not hesitate to say that property has risen cent per cent. The construction of the Lake St. John road will give it a further impetus.

Now that Quebec has entered on a railway policy; now that it sees the benefits, and how it has affected its revenue, do not stop half way, make Quebec a great commercial centre; rents will double. By paying an additional dollar now, they will gain five. The population will increase, as also factories and trade.

Again we say, the councillors asked for the consent of the citizens; they have obtained that, let them act. Let the vote be unanimous, and the population will endorse the city council, who are now on the eve of great events.

Chronicle, 23rd Nov. 1874.

THE LAKE ST. JOHN RAILWAY.

The subject of the proposed subscription by the City in favor of this railway is to come before the City Council, in Committee, to-morrow evening. At the last meeting of the Council the opinion of the members seemed unanimous in favor of granting the proposed aid, the only question being as to the mode in which the Company propose to continue the line to the Lake, after the completion of the first section to St. Raymond. In order to ascertain fully the views and intentions of the Company, and arrange all the necessary details, the subject was referred to a Special Committee of the whole Council, to meet on Tuesday; at which meeting the Directors of the road are to be present. We must confess that when the question of a civic subscription to this line was first proposed, about a year ago, we were inclined to oppose it, because, although the fertility of the country around Lake St. John, and its adaptability for settlement, were well known, the only route which had been explored for this road passed through a country, not only very unfavorable for settlement, but almost impracticable for a railway. Since then, however, two new routes, lying further inland, have been explored by a disinterested party, a Surveyor in the employ of the Government, and reported by him to be, not only very practicable for railway purposes, but also as passing through a country rich in timber, and very suitable for agriculture.

There has been a good deal of discussion and much more information on this subject during the past year than ever before. People who fancied that the country north of Quebec was nothing but a howling wilderness of mountains, are rather astonished to find that from Lake St. John to a point not far from the present terminus of the Gosford Railway, is a plateau, to quote the report of the surveyor—"with an almost imperceptible descent," or to be told that when we are revelling in four feet of snow near Quebec, they have only eighteen inches to two feet on the head waters of the Batiscan; or that in the neighborhood of Lake St. John (which, by the way, few peo-

ple will remember is in a more Southerly latitude than (aspe) they sow and reap their crops—good wheat among other things—two weeks earlier than we do. All this discussion, and the information published, have had the effect of producing a very favorable impression of the scheme; so much so, that the petitions in its favor presented to the Council last week bore the signatures of over three thousand taxpayers from all quarters of the city, and among them nearly every property holder of importance. Taking everything into consideration, we think that the city would derive very great and substantial benefits from the construction of this railway, and that the Finance Committee have acted wisely in recommending a subscription in its favor; the only question, to our mind, being, whether it would not be better, instead of subscribing to each section separately, to lay down a comprehensive scheme for aid to the whole line with which the Directors could meet Parliament, and complete the arrangements on which they say they have settled for the capital required for the construction of the entire road.

Mercury, Monday, November 23, 1874.

LAKE ST. JOHN RAILWAY.

To-morrow the City Council will consider the report of the Finance Committee, recommending a stock subscription of \$10,000 towards the construction of the first section of the Quebec and Lake St. John railway. During the course of Friday's debate a letter from the President of the Company was read, suggesting the expediency of action on the entire scheme, and also of a final decision being arrived at without any further delay. After an expression of opinion on the part of most the members present in a favorable sense, it was decided that the Council in Committee of the whole should meet the Board of Directors to-morrow, Tuesday, and the letter above alluded to, as well as another from the Secretary of the Company relative to the lease of a portion of the Palais Harbour for the terminus of the road, were referred to this Committee.

The points raised in the President's letter are exceedingly important; it may therefore not be out of place to bring them under the public notice. In the first place attention is called to the expediency of amending the resolution of the Finance Committee so that the action of the Council may cover the entire line of railway and not simply the first section; and at the same time explaining fully the nature and extent of the aid sought for from the city in furtherance of this project, and the conditions to be attached to the same, as follows, viz:—The aid to assume the form of a stock subscription to the extent of \$3,000 per mile of road, including sidings; but the total amount of the said stock subscription in no event to exceed the sum of \$500,000. The plans and specification for the building of the road to be submitted for the approval of, and to be sanctioned by the Lieutenant-Governor in Council. The payment of the said stock subscription to be made in bonds, bearing seven per cent interest, and at par, and the issues of the said bonds to be made upon the completion and reception by the Government engineer, of the several sections into which the road is to be divided for construction purposes.

The reasons given in support of this suggestion are twofold and as follows: in order that the company may be placed in a satisfactory position before parliament, more especially as the railway grant of the last session is to be finally re-apportioned at

the next meeting of the legislature; and, likewise, to enable the company to close its negotiations in England at the proper time, the financial basis on the part of the city and parliament being completed. The suggestion and the reasons alleged in support thereof, are assuredly deserving of the most serious consideration on the part of the members of the city council, and commend themselves from a business point of view; and it may be added, no risks are incurred in adopting the suggestion, the public interests being, under the terms of the same, most carefully guarded. A partial aid on the part of the city may complicate the position; in this case parliament may either refuse to come to the assistance of the company, or may adopt the same policy as the city, and assist to the extent of the first section only, which would in either case prove fatal to the scheme.

The importance of at once placing the company in a position to close its negotiations in England cannot be overestimated. The money market is liable to sudden and violent changes, which are frequently fatal to the best matured schemes; and, it must be evident to all, that the company can make no move in the money market until its arrangements with the legislature and the city are duly perfected.

The second point calls attention to the necessity of an immediate decision being arrived at, and the reasons advanced in support are as follows. In order that the line of railway from Gosford to the village of St. Raymond may be located at once, and the first section be levelled so as to permit of the Company's Engineer preparing the profile, working plans, &c., preparatory to the same being submitted for approval; and of a contract being based and signed thereon: and likewise to permit of arrangements being taken for the procuring of rails, sleepers, timber and other requisite materials. It is stated, and the assertion is self evident, that if these preparatory steps be not taken at once it will be impossible to secure the complete construction of the first section of the road by the close of the next working season.

There can be no mistaking the importance of the point raised. The great advantage of securing the immediate commencement of works of great magnitude is clear; the experience of profiting by the favorable state of the money market is also easily understood, especially in large undertakings of this kind, involving the outlay of vast sums of money; the gradual and ultimate construction of the entire line of railway as a necessary consequence attendant upon the construction of the first section of the road will also be at once realized by business men, especially by railway promoters; and finally, the importance to the public in general of securing, at the earliest date the opening and working of the road and the creation of traffic therefor, thus circulating capital, stimulating trade and giving employment to a large number of men must forcibly come home to all parties.

The enterprise is in the hands of some of the best business men of the city, and the fact of its having been taken up by such parties, and of their willingness to invest their money is a proof of the soundness of the scheme, and such as has not yet been given in any similar case.

It is a fact not to be controverted, that, as this railway will run through a section of the province possessing valuable water powers, covered with a magnificent forest of every description of timber, and containing millions of acres of rich agricultural lands, the country will be colonized as the works progress. The settler, besides the advantages of easy communication, will find in the railway his best customer, and the ready

purchaser in cash for the timber he will cut down in the clearing of his land ; in fact the company, and the settler between them, will, in a short time, clear and settle this vast region. What is the drawback to the settlement of the country? Chiefly the want of easy means of transport, and the impossibility, on the part of the settler, to obtain a fair value for his produce, whilst at the same time he is compelled to pay excessive prices for articles of consumption: the exemplification of this law of the relative value of all produce as measured by the distance and cost of transport from the seat of production to the place of consumption, may be seen on a colossal scale at the present day all over the world, especially in the States. The distance of the grain-producing belt from the Atlantic compelled the gradual development of the canals and railway system of the United States and Canada, the wonders of the universe. And had not this fundamental law been clearly understood by men of genius and ability the far west to this day would be a silent wilderness.

Can there be any difficulty then in realizing, that, by the time this road is built through to the Lake there will be a population of over an additional 50,000 souls located along and near the vicinity of the line of railroad? and that the years after the opening of the road a population of greatly over 100,000 souls will be living in this country, and finally that in a future, not very remote, there will be settled in this vast territory a happy and prosperous population of over 300,000, tributary to this city (as there is no other outlet to this region), a population following immense agricultural, lumbering and manufacturing pursuits. Then indeed will Quebec take its true position and expand to the proportions reserved to it by its natural geographical situation.

Let not therefore the golden opportunity be suffered to pass by unheeded: let us rise equal to the occasion and stand firmly by the company, which has, after years of effort virtually succeeded in assuming the building of this important road. Let us not, by further procrastination, run the risk of seeing the company lose its share of the grant at the next session of Parliament, and also of this our natural back country, being brought into communication with another centre of population by means of an extension of the Northern Colonization Railway from St. Jerome through La Tuque to Lake St. John, these dangers are clearly set forth in the President's letter to the Mayor and members of the City Council, under date of the 19th September last.

The rate-payers of the City of Quebec through their petitions now before the Council, have stated in terms not to be mistaken, their appreciation of this project, and their desire that the prayer of the Company for aid should be immediately granted. Let therefore the City Council do its duty to-morrow night: let no obstacles be thrown in the way either to defeat the scheme, or to postpone a solution; but let the Board of Directors be met, and a final agreement arrived at in a fair, just and liberal spirit.

(From *l'Événement*, 24th November, 1874.)

(TRANSLATION.)

THE QUEBEC AND LAKE ST. JOHN RAILWAY.

The public follow with interest the progress of the negotiations going on between the directors of this new enterprise, and the Corporation of Quebec for the purpose of obtaining pecuniary assistance. It is evident that the enterprise is very popular, and meets with the sympathy of the great majority of the tax-payers.

The question came before the Council on Friday and was adjourned to a general committee for the purpose of meeting the Directors of the Company. This meeting takes place this evening.

The President, in a letter addressed to and read before the Council, last Friday, calls their attention to several important points, among others the advantages to be gained by slightly modifying the report of the Finance Committee in such a manner that the action of the Council will cover the entire line of the railway.

He gives as a reason in favor of this change that the Company shall, as soon as possible be placed in a position to meet the Legislature advantageously at its next session, when the railway subsidies will be finally re-adjusted; and also, in order that the Company may be placed in a position to make their financial arrangements in England, after having established their base of operations with the Government and the Corporation of Quebec. So that the Company may be able to act, it will be necessary that this basis shall be established now or later, so that they may take advantage of the present state of the money market. That may, to-morrow, be subject to sudden fluctuations which are often fatal to enterprises inaugurated with the most brilliant prospects.

This change has every advantage, and merits serious consideration, and an immediate decision in accordance with public opinion, as it can be effected without neglecting the interests of the City.

Our municipal representatives owe it to the tax-payers to exact that the terminus shall be within the City limits, and not in the outskirts.

With the Corporation subsidy and that of the Government, the Company will have no further difficulty in pushing their works with vigor. Who knows but that the Lake St. John Road might astonish the North Shore, by being the first to be inaugurated? If the contractors of the two lines are willing to compete for this object, Quebec may ask no better!

(*Le Canadien*, 25th November, 1874.)

(TRANSLATION.)

QUEBEC AND LAKE ST. JOHN RAILWAY.

At a meeting of the City Council, on Friday last, at which the question of subsidising this important line of Railway was discussed on a motion on the Report of the Finance Committee, recommending the granting of a stock subscription of \$100,000 for the first section to St. Raymond, and after a lengthy discussion during which the members of the Council expressed themselves most favorably disposed towards the undertaking, the matter was postponed for final decision until this evening. This meeting the Directors were requested to attend, to discuss and settle the conditions and details under which the grant should be made. During the discussion a letter was read from the President of the Company setting forth the advisability of taking into consideration a subscription for the whole road: this letter was put forward by the

President as a suggestion worthy of the consideration of the Council. It touches upon some very important points, and as we happen to know it embodies views which are held by several members of the Council and Public generally, we therefore consider it advisable to call particular attention thereto.

In the first paragraph the President points out the advisability of altering the resolution, as presented by the Finance Committee, in such a manner as to cover the entire line of Railway.

Now we consider that the suggestions above alluded to, are deserving the most serious consideration of the Council, and we can assure them that should they decide in favor of granting the sum named for the whole road, they will meet with the universal approval of the rate-payers of the City.—The reasons set forth by the President for granting this aid are very clear. Should the Council only grant the subsidy for the first section of the Road, then the Legislature may take the same view and vote a sum for that portion only; and how will that effect the extension of the Road? why it will be the means of the Company losing all future aid from the Government, as the sums not being taken up on account of some of the Companies included in the subsidy act of last session not having complied with the provisions of such act. The money so available will be reappropriated and this Company for the above named reason may only obtain its share in the reappropriation for its first section, and when the time comes for asking for a further grant, the money will be all gone and the reply of the Government might very reasonably be,—“We have no funds available,” while on the other hand by adopting the suggestion in the Presidents’ letter, the whole difficulty will be got over.

Further, there can be no objection to that course of action by the Council as the interests of the City would be amply provided for by not paying over any money on each section until its completion, this course would most assuredly secure the construction of the whole line.

The Company would have every inducement to push on the road, knowing that as it progressed, and as each section was completed they would receive the aid granted without the trouble and anxiety of having to come before the Council and Parliament, provided the Government had the means then, which would be more than doubtfully every year stirring up people’s minds, and occupying the valuable time both of the Council and Legislature.

As an earnest of the directors good intentions not to lose any time in proceeding with the work, we happen to know that steps have been taken already, in anticipation of the hoped for favorable vote of the Council to start the work, and that contracts will be made immediately for the getting out of the ties, and timber required during the ensuing winter months, so that the Company may lay the rails at the first commencement of the next spring. The rails will also be purchased and on the spot at the earliest possible date after the opening of navigation, perhaps before.

Therefore, we say again we hope that the Council will vote on the whole scheme, and in so doing they may rest assured that they are only carrying out the views of the majority of the citizens of Quebec.

(*Chronicle*, 26th November, 1874.)

THE LAKE ST. JOHN RAILWAY.

The meeting of the City Council on Tuesday evening, in Committee of the whole, resulted, as will have been seen in our report of the meeting in yesterday's issue, in a recommendation that the city subscribe stock in the scheme to the extent of \$2,500 per mile for the entire length of the road. This result was obtained after a division, which we understand does not indicate any opposition on the part of the Council to the scheme, but was caused by a difference of opinion among the members as to the mode in which the subscription should be made: some wishing to aid, for the present, only the first section to St. Raymond, while the majority were in favor of acceding to the Company's suggestion and making the vote apply to the whole length of line to Lake St. John. The result in either case would be practically the same, as when the first section is finished, as it will most likely be, by this time next year, the Company would only, if the other proposition had been carried, have had to make a new application to the City. As the question has now been settled definitely in this way, we hope, when it comes before the Council for concurrence on Friday evening, to see such a unanimous vote as will show the Legislature and the Province that we are in earnest in this matter. It certainly is a pleasure to find such solid and influential commercial men, as were present at Tuesday's meeting, taking so deep an interest in a public enterprise, and to hear such sentiments, as fell from the lips of one of the most prominent, who stated that "though he had no personal interest in the matter he was quite prepared to sacrifice the large amount of stock he had subscribed to the enterprise, and even if necessary subscribe another \$3,000 sooner than see Quebec deprived of the road." Such sentiments, we think, augur well for the future of our good old city, and the fact that some of our best men are willing to undertake this scheme and think so highly of it, should be sufficient to convince the most sceptical that it is a *bona-fide* undertaking. We have been furnished with some figures as to the traffic realized by the Gosford Railway during its short existence as a wooden road, and the probable traffic on that portion of the line alone when relaid in iron, which we intend publishing to-morrow: and we trust they will convince our correspondent, "Tax-payer," that even the first section to St. Raymond will have such a business as will make it very advantageous to the city. "Tax-payer" is in error in saying that the subscription to the first section is as large in proportion as we are giving to the North Shore, as our stock in the North Shore amounts to \$6,000 per mile, while we are giving to the Lake St. John only \$2,500, a considerable difference.

(*Mercury*, 27th Nov., 1874.)

LAKE ST. JOHN RAILWAY.

It will not be out of place, in anticipation of the meeting of the City Council this evening, (when the recommendation of the committee of the whole Council, passed on Tuesday night last, by 11 to 9, namely: That the city subscribe \$100,000 towards the first section to St. Raymond, and \$2,500 per mile to the remaining portion of the line to Lake St. John,) to supplement the figures given in this morning's *Chronicle*, by a few more facts and figures.

In examining the census return for 1871, will be found the following curious facts:—

NAME.	POPULATION.		DECREASE.	INCREASE.
	1861.	1871.		
Quebec City.....	59,990	59,699	291	.....
Quebec County.....	19,012	19,607	.....	595
Champlain.....	20,008	22,052	.....	2,044
St Maurice North.....	10,493	10,658	.....	165
Portneuf.....	21,291	22,569	.....	1,278
Chicoutimi & Saguenay.....	16,579	22,980	.....	6,401

These are curious results. Quebec city has actually not only stood still, but decreased during the past 10 years in a population of say 60,000 souls; and why? Because all, or nearly so, of the import and export trade has passed its doors and being carried to Montreal where greater facilities are offered of communication with other parts of the country by its position as centre of the railways and canals of the country, west and south east, and the greater enterprise of the trade resident there, the consequent result Quebec has stood still or rather gone back, for want of the same facilities and enterprise. These are very stubborn facts. We will now call attention to a few more figures culled from the census returns now before us:—

Name	POPULATION.		INCREASE.	PER CENT.
	1861.	1871.		
Montreal.....	90,323	107,225	16,902	20
Toronto.....	44,821	56,092	11,271	25
Hamilton.....	19,096	26,716	7,620	40
Ottawa.....	14,669	21,545	6,876	50
London.....	11,555	15,826	4,271	35

What is all this due to? Why, again to facilities of communication and enterprise

A still more remarkable fact (vide the census for population, and the American Manual for the other figures) the grants made to the Brockville and Ottawa Railway, seventy-five miles of road were as follows, viz:—Lanark population, in 1871, 13,850; Renfrew population, 11,099. Total, 27,929. Subscribed \$890,000, equal to \$28.50 per head. Elizabethtown population, 5,373, \$150,000, nearly \$30 per head; and Brockville, with a population of 5,202, \$414,495, equal to \$80 per head.

When the sum asked from the City of Quebec, for the Lake St. John road is only \$500,000, from a population of 60,000, and only \$8.33 per head, and this to secure the only means of stopping the decrease in its importance and the only means at present offered to increase its trade and prosperity. But let us hope the City Council will go to to-night's meeting determined to support Councillor Russell's recommendation, adopted on Tuesday night, and pass it by a unanimous vote. The whole of the rate-payers will support them in so doing, as shown by the many petitions presented. We say again, Councillors do your duty as called upon by your constituents, and vote unanimously in favour of the grant.

(Budget, 5th December, 1874.)

LAKE ST. JOHN RAILWAY.

The municipal authorities of Quebec have now pledged themselves to assist this important undertaking to the extent of \$450,000 for the whole line from Quebec to Lake St. John, and in a few days, the Provincial Legislature will be asked to supplement this liberal grant with further aid from the public purse. Of course, there is the usual amount of aspersion cast upon the project on the part of the wisacres, who have invariably stood in the way of our advancement, and though few in number, they are not lacking in audacity, and, no doubt, intend to carry their opposition to the realization of the undertaking into Parliament itself. We have little doubt of their ultimate defeat, but it is well that the Legislature should be made aware of the insignificance of this obstructive element. The majority of the rate payers of Quebec believe that it cannot have too many iron roads running into it. The North Shore line is specially important to us for the direct manner in which it will withdraw us from our present position of isolation and dependence, but this Lake St. John Railway is, in another sense equally important to us, in that it will at once supply for us one of our greatest wants—a large back country and a rich agricultural population, the only solid foundations upon which to rest the prosperity of great cities. The old foggy ideas, which have prevailed, to the effect that beyond the chain of mountains which bound our vision to the North, there is nothing but a barren waste, a region of almost eternal snow, have long since been exploded. The very contrary has been proven to be the case upon actual survey. It has been estimated that probably one fifth of the arable lands of the Province are situated in this country: the soil is proverbially fertile, the climate singularly mild, and it has been computed that a population of over 300,000 souls can be located therein. Mr. Dumais, who has been engaged in examining this country and laying out the continuation of the best line to Lake St. John from St. Raymond, has lately proved the existence of a vast territory at our very doors, from which the Laurentian range of mountains has disappeared, containing millions of acres of fine agricultural land, covered with a magnificent forest, abounding in water powers, and offering an immense field for colonization, and at the same time great railway facilities, and at an elevation of at least 1000 feet under Mr. Sullivan's line. Speaking of it he says in his report:—"After passing, &c." (See Appendix A.) Immediate advantages of an important character, and ultimate results, which at the presensday it would be impossible to fully realize, will follow from the construction of this national colonization railway;—in the expenditure to be incurred in the building and working of the first section, in the expenditure attendant upon the gradual and ultimate construction of

the entire line of railway, and in its working. The road from St. Raymond will be built in sections of from 20 to 30 miles each, and the several sections will be opened to traffic as completed. The traffic for years will consist principally in lumber, which exists in inexhaustible quantities, and of all descriptions, and will tax the working powers of the road to the utmost, whilst the country is being opened up for colonization purposes. The supplies for the lumbering establishments on the St. Maurice, will mostly pass over this road direct from Quebec, reaching La Tuque by means of a short branch from the main line, thus largely increasing the local trade; the cost of transport by this road as compared with the present route, via Three Rivers, being most materially reduced. The time therefore, has now arrived when a decision must be come to as to whether or not these sections of the Province shall be thrown open to settlement. It is admitted that without railway facilities no further colonization can be attempted: in fact a movement of emigration has threatened to set in from Lake St. John, owing to a deep feeling of discouragement having seized upon the population at the sight of their helpless and isolated position, and compelled as they are to pay exorbitant prices for all articles of consumption, whilst at the same time commanding no market for their produce. And the time has also arrived when a decision must be reached, as to whether or not the trade of these districts shall be developed and be centered in the city of Quebec. Further delay will inevitably lead to the diversion of this trade into another channel; in fact steps have already been taken in this direction, and nothing but instant action can avert the threatened blow which would indeed be an irreparable disaster to this city.

Appendix F.

Official copy of Resolution of the City Council of Quebec, subscribing stock in the Quebec and Lake St. John Railway Company, passed, 27th November, 1874.

[OFFICIAL.]

SPECIAL MEETING OF THE CITY COUNCIL.

Friday, Nov. 27th. 1874.

PRESENT:—His Worship the Mayor, and Aldermen Chambers, Côté, Dinning, Giroux, Henchey, Norris, Rinfret; Councillors Archer, Bélanger, Burns, Convey, Coveney, Gingras, Hamel, Lafrance, Mailloux, McLaughlin, Peachy, Russell, Smith, Turcotte, Vallière and Woods.

The minutes of the last meeting were read and confirmed.

Read, the 970th report of the Finance Committee, which being put to the vote, alderman Giroux, seconded by alderman Côté, moved in amendment, that all the words after "that" in the eight line of the said report be struck out, and the following substituted: "That this Council apply to the Provincial Legislature at its ensuing session, to be authorized to issue debentures at thirty years, at par, at an interest not exceeding seven per cent, as a subscription to the capital stock of the Gosford and Lake St. John Railway Company, at a rate of \$2,500 per mile, up to the sum of \$450,000, the payment of said subscription to be divided into five sections of thirty-six miles each, of which \$50,000 be granted to first section from Quebec to St. Raymond, and \$90,000 to each of the other four sections, from St. Raymond to Lake St. John, and the balance of \$40,000, payable when the road will be received and in full operation on the entire line. The said subscription subject to the clauses and conditions to be stipulated between the Council and the Company, and provided always that the said road be completely finished to Lake St. John in five years," which motion being put to the vote, was carried on division, 19 against 4, namely:—

FOR—Messrs. Chambers, Côté, Dinning, Giroux, Henchey, Norris, Rinfret, Archer, Bélanger, Burns, Coveney, Hamel, Mailloux, Peachy, Russell, Smith, Turcotte, Valière, Woods, (19.)

AGAINST—Messrs. Convey, Gingras, Lafrance, McLaughlin, (4.) and the said report, as amended, was carried on the same division, and it was therefore

Resolved,—That this Council apply to the Provincial Legislature at its ensuing session, to be authorized to issue debentures at thirty years, at par, at an interest not exceeding seven per cent, as a subscription to the capital stock of the Gosford and Lake St. John Railway Company, at a rate of \$2,500 per mile, up to the sum of \$450,000, the payment of said subscription to be divided into five sections of thirty-six miles each, of which \$50,000 be granted to first section, from Quebec to St. Raymond, and \$90,000 to each of the other four sections, from St. Raymond to Lake St. John, and the balance of \$40,000, payable when the road will be

Appendix II.

ESTIMATES of Cost of, and Traffic on, first section, by Chief Engineer.

CONSTRUCTION.

First Section to St. Raymond, about 45 miles,—
(Including Sidings).

IRON, TIES, &c.

55 lb. Iron Rail, 45 miles, Spikes, &c., &c. equal to 20 tons per mile, 15 miles, equal to 1,050 tons, at _____ per ton.....	\$202,500	
2,500 Ties per mile, at 25 cents, equal to \$625 per mile.....	28,125	
Blasting, laying track, distributing, &c., &c., \$1,000 per mile.....	15,000	
		245,625

ROLLING STOCK.

2 Large Engines, 30 Tons.....	\$30,000	
4 First-class Passengers Cars.....	6,000	
11 Box Freight ".....	6,600	
8 Second-class ".....	8,000	
1-0 Platform ".....	52,500	
		\$103,100
Lowering grades, improving Jacques Cartier Bridge trestle-work, and to receive iron rail from St. Sauveur to Gosford, say 30 miles.....	\$100,000	
Extension of Road from Gosford to St. Raymond, grading, right of way, bridges, and to receive iron rail 15 miles.....	100,000	
Extension from St. Sauveur to Palais Harb.....	20,000	
Terminus at Palais Harbour, including Station-buildings, platforms, &c.....	20,000	
Work-Shops, Tools, &c.....	20,000	
		\$260,000
Contingencies 10 per cent.....	63,872	
		\$702,597

FIRST SECTION.

Income and Expenditure.

ESTIMATED INCOME.

50,000 Cords of Firewood, at \$1 per cord.....	\$50,000
25,000,000 feet B. M. Deals and Lumber at \$1.60.....	10,000
500,000 ft. Sq. Soft Timber, at 2c. per foot.....	10,000
250,000 " Birch " at 4c. per foot.....	10,000
Agricultural Produce.....	10,000
20,000 Passengers.....	20,000
Back Freight.....	16,000
	\$156,000

ESTIMATED EXPENDITURE.

Running five Trains per diem, Labour, Fuel, Office Expenses, &c.....	\$51,900
Ten per cent. wear and tear on \$100,000. cost of Rails, Rolling Stock, &c ..	40,000
	<hr/>
Equal to 58.9 per cent. of traffic..	\$91,900
	<hr/>
Balance.....	\$64,000
	<hr/>

(Signed.)

J. J. RICKON,
Engineer.

Appendix J.

SUMMARY of the Acts of the Legislature of the Province of Quebec, affecting the Quebec and Lake St. John Railway Company.

Vict. 32, Cap. 53, assented to, 5th April, 1869.

Incorporates the Quebec and Gosford Railway Company with power to build an iron or wooden railway, of such gauge as the Company may choose, from Quebec to the Township of Gosford.

Company to have the power to take any Government land required for the line, and erect buildings or wharfs thereon.

Capital to be \$120,000, in shares of \$10 each.

Names nine provisional Directors.

Not less than seven, nor more than nine Directors, to be elected at an annual general meeting, to be held on the first Tuesday in February, two weeks notice of which shall be given and published in one English and one French newspaper in the City of Quebec.

If 7 Directors are elected, 3 shall form a quorum, or if 9 are elected, the quorum shall be 5.

No person to be eligible as Director, unless the owner of 20 shares or more of paid up stock.

One or more Directors may be employed and paid.

The Company may agree with the Quebec Street Railway Company, for the use of their line, except for locomotives.

The Mayor or Warden of any municipality, subscribing \$10,000 or more of stock, shall be *ex-officio* a Director.

Company to have power to purchase and hold 14,000 acres of land.

Company to have power to issue promissory notes signed by President or Vice-President and Secretary-Treasurer, when authorized by majority, or quorum of Directors, and for which President, Vice-President or Secretary-Treasurer, shall not be personally liable.

Directors may issue bonds to such an extent as they may deem advisable, and bonds may be made payable to bearer.

No unsubscribed stock to be sold by the directors under par.

Directors may declare stock forfeited, and forfeiture be confirmed at a subsequent meeting of shareholders.

Perishable goods may be sold for non-payment of freight forthwith.

The Provincial Government may take possession of the Railway, on payment of cost and 10 per cent advance, with 6 per cent interest. In case of non-agreement as to any claim by the Company, two arbitrators shall be appointed, and an umpire be chosen by them, and failing these, a judge of the Superior Court may appoint an arbitrator, or umpire, whose award shall be final.

Vict. 34, Cap. 24, assented to, 24th December, 1870.

Amends act of incorporation, changing the name of the Company, to the Quebec and Lake St. John Railway Company.

Empowers the Company to extend their line, by such route as they choose, from Gosford to such point on the shore of Lake St. John, as they may see fit.

Extension to be built in three or more sections, in such order as the Company desire, any one or more of which may be worked on completion, subject to the provisions of the 25th to 29th sections of the Quebec Railway Act of 1869.

Capital stock increased to \$950,000, in shares of \$10.

Extension to be completed before 31st December, 1876.

Company may purchase or hold land in the vicinity of their line, to the extent of 10,000 acres per mile.

If agreed to by the Quebec Street Railway Company, and approved by the City Council of Quebec, locomotives may be run on the line of that Company, as far as the Palais Harbor.

The provisions of the original act of incorporation to apply also to this act, subject to Quebec Railway Act of 1869.

This Act to come into force only when approved by the shareholders of the Company, representing at least two thirds of the stock, at a meeting to be held after customary notice. Such notice to specify objects of meeting.

Vict. 35, Cap. 24, assented to, 23rd December, 1871.

Amends previous acts, and authorizes Company to lease their line, rolling stock or property, or to make arrangements with any other Company for rolling stock, or the use of any other line.

Confirms a lease, made 1st August, 1871, of the Company's property to J. B. Hulbert.

Locomotives may be run, with consent of the Quebec Street R. R. Co. and the City Council, on the track of that Company as far as the Palais Market.

The line may be extended, by such a route as the Company think proper, to the Palais Harbor, and depot, yard, workshops, and wharves be established there.

Company may, with the consent of the Secretary of State for War, or the Governor General in Council, or the Lieutenant-Governor in Council, or the Corporation of the City of Quebec, take property required for the extension.

Company may, with the consent of the City Council, run their line in, or along, or across any street in the City.

Capital increased to \$2,500,000, and new shares to be \$100 each.

Time for completion extended to 31st December, 1878.

This act to be deemed a special act. subject to Quebec Railway Act of 1869.

Vict. 32, Cap. 52, assented to, 5th April, 1869.

Grants Provincial aid to the Quebec and Gosford Railway and other Companies, as follows, for roads in operation before 1st July, 1872 :

A subsidy of 3 per cent. per annum for 20 years on the *bona fide* cost of the road, such cost not to exceed \$5,000 per mile average.

Gives a subsidy of 3 per cent. per annum on the actual cost of any bridge over a stream exceeding 50 yards in breadth, if the cost should exceed \$5,000.

Subsidy payable on each 15 miles of railway.

Subsidy may be capitalized at 6 per cent.

Vict. 34, Cap. 21, assented to, 24th December, 1870.

Extends delay mentioned in Subsidy Act of 1869 to 1st July, 1875.

Iron rails may be laid instead of wooden, without affecting title to subsidy.

Vict. 35, Cap. 22, assented to, 23rd Dec., 1871.

Authorizes full payment of subsidy, of 1869, on completion of 25 miles of road, either in cash or by capitalized government debentures.

Vict. 35, Cap. 23, assented to, 23rd Dec., 1871

Authorizes lieutenant-governor in council, to grant to the Quebec and Gosford R. R. Company, for the extension of their line, from Gosford to the mouth of the River Metabetchouan, on Lake St. John, 10,000 acres of land per mile, which the Company is authorized to receive.

Land to be chosen by the lieutenant-governor in council, on the report of the commissioner of crown lands, from lot marked Block F, in the counties of Quebec, Montmorency and Chicoutimi, (described in schedule of this act).

Line to be completed to point mentioned, before 31st December, 1876.

Lieutenant-governor in council, may grant land for each 25 miles of extension.

In the event of the Company's name being changed, provisions of this act, still to apply.

Extension to be commenced before 1st May, 1874.

Copy of plan to be furnished by the government, and portion of land grant may be withheld, if line adopted is deemed longer than necessary.

Vict. 37, Cap. 2, assented to, 28th January, 1874.

Provides for granting a subsidy of \$2,500 per mile, to the Quebec and Lake St. John, and other railway companies.

Any previous subsidy paid, to be deducted from the \$2,500 per mile.

Subsidy may be paid, when 25 miles or a continuous half of the line is in operation.

Quebec and Lake St. John R. R. to claim money subsidy, must abandon claim to land grant, under Vict. 35, cap. 23, on or before 1st January, 1875.

Subsidy payable in provincial 5 per cent bonds.





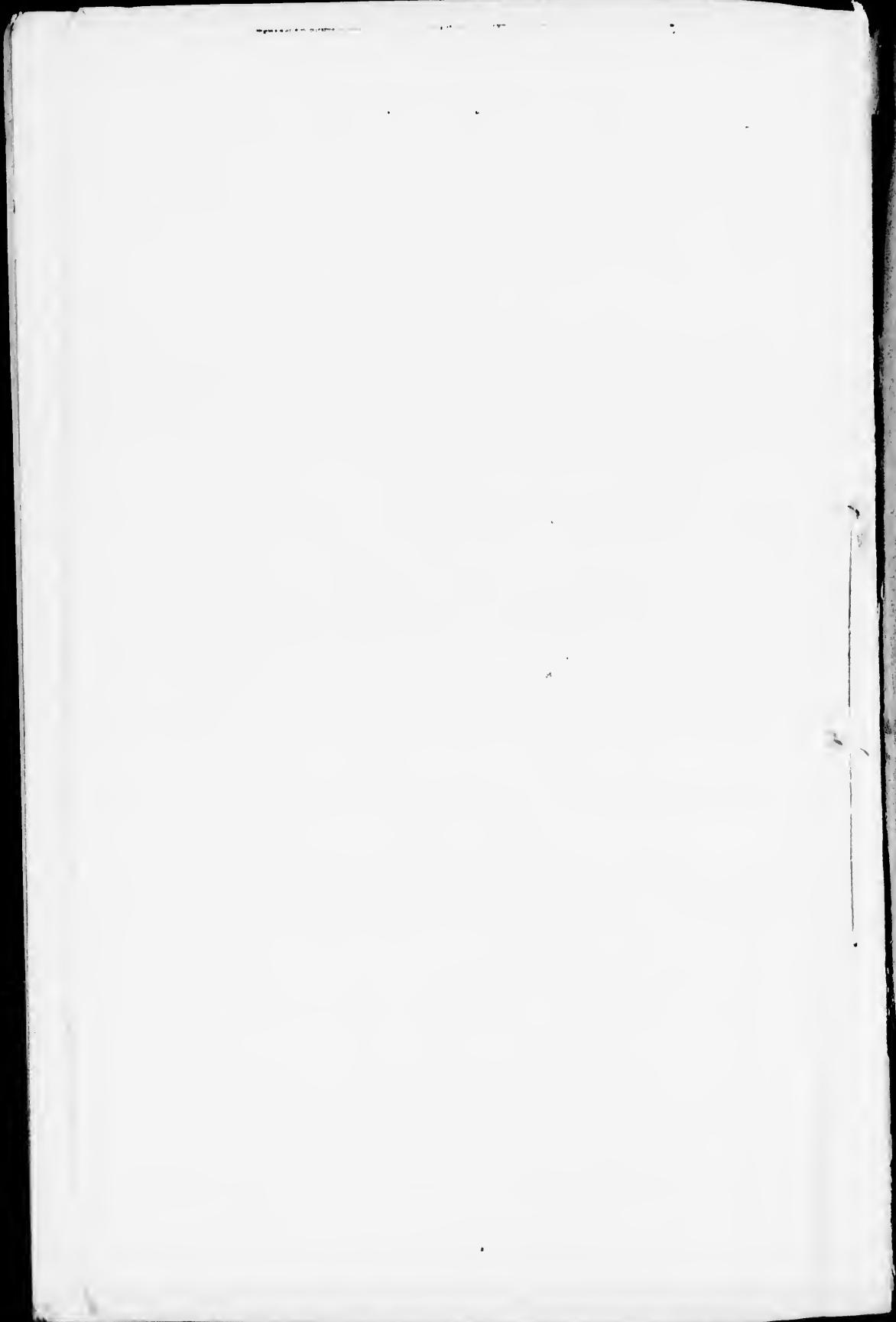
PLAN
(OF THE PROPOSED)
QUEBEC & L. ST. JOHN
RAILROAD

Compiled by

J. J. Richon C.E.

SCALE.
10 Miles to $\frac{3}{4}$ of 2 Inch.





84352

OFFICERS.

PRESIDENT.

M. W. BABY, Esq., M. P. P.

VICE-PRESIDENT.

THE HON. E. CHINIC, (Senator.)

DIRECTORS.

JOHN ROSS, Esq.

THE HON. P. GARNEAU, M. P. P.

(*Commissioner of Public Works*)

J. B. RENAUD, Esq.

WM. WITTHALL, Esq.,

(*Vice-President Quebec Bank.*)

J. D. BROUSSEAU, Esq.

HIS WORSHIP THE MAYOR OF QUEBEC, (*ex-officio.*)

CHIEF ENGINEER AND SECRETARY.

J. J. RICKON, Esq., C. E.

BANKERS.

UNION BANK AND LA BANQUE NATIONALE.

SOLICITORS.

MESSRS. ANDREWS, CARON & ANDREWS.

NOTARIES.

MESSRS. C. TESSIER AND JACQUES ANGERS.

