

The great resources of the vast region of Eastern Canada, in which is comprised Rimouski, Gaspé, and Bonaventure, containing 10,000,000 acres of Crown Lands, two-thirds of which is arable, with a present population of 60,000, which is fast increasing, would be opened up by the Northern Central line. Gaspé alone contains 3,000,000 acres of Crown Lands, most of which is arable ; around its coasts are to be found fisheries of the greatest importance and value. Salmon, cod and herrings are taken in vast numbers, and this source of wealth is annually extending. It bids to take its place among the great Petroleum regions of the world, and its claims should receive due consideration.

But there are other reasons why the Northern Central line should be preferred. Across the St. Lawrence is what, in Canada, is called the "North Shore," a region well known to be the best for fishing in the world ; it has long been famous for its seals, salmon and herrings, and only the means of transit are required to bring new and varied productions into the markets of the Dominion. Near the Moisie, Iron Mines have been opened, which are said to be highly productive. In the mere matter of bringing the Labrador and North Shore fish to markets, without forcing the fishermen to sail up the St. Lawrence, the Northern Line would offer advantages to that section which no other line could possibly afford, and without which this vast county must remain undeveloped.

At page 52, Mr. Fleming says : " In the event, however, of " Canadian traffic being prevented from passing through the " United States, the Intercolonial Railway would carry, during " winter, all the freight to and from the sea-board which would " bear the cost of transportation ; and as the cost would, to a " great extent, depend on the length of railroad to be passed over, " it would be of considerable importance to have the shortest and " most favourable line, selected, to the best and nearest port on " Bay of Fundy ; and therefore, with respect to the " through " freight " traffic, the frontier lines are entitled to the preference, " and next to them some of the central lines."

That the frontier lines can be considered the best routes for " through freight " traffic, according to Mr. Fleming's own showing depends upon a contingency which can never arise unless in