

ight traffic is looked for, the amount estimated for rolling stock may be sufficient.

Since the year 1879, a steam coasting service has been performed along the north shore of the Baie des Chaleurs, connecting with the Intercolonial Railway at Campbellton. In the first year, viz. :—

1879, the traffic was.....	263 tons
1882, it reached.....	1,642 “

Which goes to show there is a business to be developed by giving easy, ready and cheap means of transportation, but it must be borne in mind, that this proposed line of railway skirts the shore of fine navigation, and that such a railway would have to compete with water carriage, so that, even if the resources of the country are important, the railway will by no means monopolize the carrying trade of the district, at the same time, I have no doubt, much of the fish trade, which now finds its way to foreign markets by water, would be land borne by the railway, if it were built, to Canadian markets, Western Canada and the North-West.

Mr. Green states in his Report, that Messrs. Robin & Co., of Paspébiac, alone, annually supply and fit out a fishing fleet employing 2,000 to 2,500 men, and that they ship annually from that point 30,000 quintals of dry codfish. Dr. Fortin informs Mr. Green, that there are employed in the fishing business of the district 40 vessels, 1,279 fishing boats and 3,579 fishermen, and that there are taken in a season 40,000 pounds of salmon, 34,470,920 pounds of codfish, 13,160 barrels of herring, besides a quantity of other fish, and manufactured 42,254 gallons of cod oil. In addition to this, he states that large quantities of fish are brought in from the north shore. Subsequently Mr. Fortin sent Mr. Green two tables showing, that on the south shore of Quebec Province, the catch to be in 1881 :—

Bait.....	30,382 barrels.
Salt salmon, halibut, herring, &c.....	2,2498 “
Salmon and herring.....	1,427 boxes.
Cod, haddock, ling.....	88,151 cwt.
Salmon.....	530,297 lbs.
Cod and whale oil.....	58,834 gallons.

The foregoing is the information at command as relates to the fishing resources. Of course, with such facilities for cheap water transport, it can scarcely be expected that the water route will be entirely abandoned.

The roads hitherto assisted by money grants from the Dominion Government, have been links of great national highways.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Eng. Govt. Railways.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 15th April, 1883.

SIR,—In connection with the petition of the Baie des Chaleurs Railway Company asking for a subsidy, I beg herewith (enclosed) to submit a synopsis of the products and resources of the district of Gaspé.

The comparative statement of the Census of 1881 with that of 1871 indicates that rapid progress has been made particularly in agriculture.

It is worth noting that at present the County of Bonaventure compares favorably in agricultural products with the best Counties of the eastern portion of the Province of Quebec, say for instance the united Counties of Richmond and Wolfe, as appears by the Census of 1881 (3rd volume).

The products of the forest are also considerable, and lumbering operations would be largely increased by the opening of a railway line. Fresh fish business could be carried on much more extensively, as cod, haddock and mackerel, herring, salmon, smelt, trout, lobsters, &c., &c., could be carried daily to all the Canadian markets.

A very large quantity of dry codfish would be forwarded to foreign markets during the winter season *via* the Intercolonial and Halifax.