

If our readers will now turn to Fleming's map, they will see that Major Robinson's line crosses the words "COAL BRANCH" on the Richibucto, at the exact spot where Dr. Robb found the 15-inch seam! And *here* the railway might be of some service in developing the coal REGIONS, as there is no water or other conveyance to compete with it. We do not say that Dr. Robb's, or Professor Hind's discoveries, or scientific *speculations* are a sufficient warrant for locating THE INTER-COLONIAL RAILWAY anywhere; but whatever of value there may be in them, points directly to the Major Robinson line as the proper location. We may add that similar seams of coal have since been found, and are known to the writer of the pamphlet, and others, all along the Major Robinson line, from Coal Branch to Bay Verte.

But what shall be said of the WESTMORELAND AND ALBERT COAL REGIONS?

In the first place, the "Albert Mines," famous all the world over for the richest *oil* and *gas* materials known, raises nearly 20,000 tons, per annum. This is principally shipped to the States; a large portion of it is manufactured into oil at Portland, Maine, on which heavy duties, excise, and import are paid to the United States; thence the oil is sent to Montreal and Quebec, paying duties to the Dominion! The building and location of the Intercolonial Railway by the Major Robinson line, will, it is hoped, induce the manufacture of this article on the spot, and its transportation by rail to the Upper Provinces. There is every reason why it should.

But even this is a *small matter* compared with the cannel beds of Dorchester and Memramcook in Westmoreland, and Baltimore and Turtle Creek in Albert. These beds, principally hundreds of feet above water-levels, and of very great thickness, are capable of producing practically *unlimited* quantities of a very rich material for the production of *gas* of extraordinary brilliancy, and *oil* of superior quality; from which, ere long, doubtless, the cities of the Dominion will be supplied with these essential articles, and the Intercolonial Railway derive its most direct and profitable traffic.

Passing by, however, for the present, other sectional and local interests that coincide with the great national considerations which require adherence to the *route* that shall best effect the object of connecting Halifax and Quebec by the shortest and safest practicable line, we would now invite the attention of the Honourable Minister of Marine and Fisheries to some features of the question, which it seems wonderful