

*traffic* which can support the Intercolonial Railway, it must be looked for and hoped for in the development of the fisheries of the Gulf, and of the iron, coals, oils, and other minerals and manufactures of the northern and north-eastern counties of New Brunswick and Nova Scotia, and the eastern counties of Quebec, *and in future commercial relations with* FRINCE EDWARD ISLAND and NEWFOUNDLAND. This, we think, any *commercial* man who takes an impartial view of the subject will see at a glance. And it is a matter of importance that *these* commercial relations are of such a nature as to make them peculiarly *national* in their development and influence. *They go hand in hand with the military aspect of the question*; and each tends, in no small degree, to develop and strengthen the other.

It should not be forgotten, in this connection, that the interests which prevail to-day may not be paramount a few years hence. The influences which give rapid growth to a new country—fertile lands, abundant timber, water communications, and nearness of neighbouring communities—have had their day and development in New Brunswick, and are now, in some respects, on the wane; whilst those of later development—mining, manufactures, maritime pursuits, and the great fisheries—are but springing into life. Is it unreasonable, then, to expect such a development along the “north shore” of New Brunswick—of Quebec and Nova Scotia—and cities, towns, and busy marts of industry rising up in all its numerous bays and harbours, carrying on trade and commerce with the world?

The true “*commercial* line, pure and simple,” to connect the city of ST. JOHN with MONTREAL and the GREAT WEST has not yet been mooted. When *the Intercolonial Railway*, AS A MILITARY LINE, shall have established peaceable relations *and reciprocity* between us and our neighbours *on a permanent basis*; when the European and North American Railway is completed, and has opened up the country through which it passes; when the north shore interests and resources have been fairly dealt with and developed, and the country becomes enriched, and better communications are required, the city of ST. JOHN may find *a direct through line* which will give her all the control of the Atlantic business of the Great West which it is possible for her to have. *Her efforts now, if successful in diverting the Intercolonial Railway from its true location, would only result “in chasing a shadow and losing the substance.”*

One point more in this connection remains to be noticed:—