

Should it ever become necessary to transport an army and its supplies across New Brunswick to Canada, the Northern route offers greater facilities than any other for doing so. In addition to the distance from the frontier, to which attention has already been called, the North shore line taps, at regular intervals, a succession of rivers and harbours, all affording points of debarkment for men and supplies. The rivers which are not touched at their mouths are usually crossed at the head of the tide, at points which, in every case, are easily reached. The cost of construction will be materially lessened by the expeditious manner in which provisions and plant can be placed within the reach of surveying parties and workmen engaged in building the road. From Miramichi, we reach the Nipisiguit, from the latter the Restigouche, whence, to the mouth of the Matapedia, stores can be safely taken at all times during seven months of the year. At Matapedia supplies for the line could easily be taken across to the St. Lawrence waters, where equal, if not greater facilities present themselves. By the Central route the only point that can be reached by water is at St. John, whence everything must be transported far into the interior. In alluding to the possible future of the Intercolonial road, Mr. Fleming says, page 53 :—" The United States Route by Bangor would intersect the " Grand Trunk Railway at Danville Station, 28 miles out of Port- " land, and thus form an unbroken railway connection, having " the same width of track from Halifax to Montreal and all other " parts of Canada. The distance from Halifax to Montreal by " this route is estimated at 846 miles, while the distance by the " Frontier and Central lines, which form the shortest connection " between Canada and the Bay of Fundy, embracing lines No. 1 " to 6 averages 871 miles in length. Thus, it is evident that the " passenger traffic of the Intercolonial may, on any of these lines " being constructed, be tapped near its root, and much of it drawn " away."

✓ " Under these circumstances, it is too apparent that the Inter- " colonial Railway may find in the United States route, a " formidable rival for Canadian passenger traffic, to and from " Europe, by way of Halifax. Fortunately, with a view to coun- " teract this difficulty, a line by the Bay Chaleurs would offer