

colonial was built shortly after Confederation, and, for political reasons, its route was laid along the New Brunswick coast, touching as many counties as possible. A glance at the map will readily show that it can never compete as a national highway for through freight, however excellently it may serve local needs. Therefore the new road, which will pass through New Brunswick diagonally, and will thus very considerably lessen the distance, will provide a solution for the national needs of the present day, which demand satisfaction, and which a roundabout transportation route could never meet. There will still be a use for the Intercolonial, but the Grand Trunk Pacific will be the natural business route. That there are difficulties connected with the Government's policy there is no doubt, but the general consensus of opinion seems to be fairly in its favor.

New Quebec

ONE of the first advantages of the new railway will be that it will open up new country. From its western to its eastern terminus it will pass through country that is now practically undeveloped, touching the older centres here and there so that it may the better serve the new. West of Winnipeg it will have virgin prairie for its road-bed; between Winnipeg and Quebec it will traverse the new north of Ontario and the adjoining province; and its course through New Brunswick will open up a district almost equally new. This fact will, perhaps, reduce the Government's chances of earning money on its first few years' investment, but it will eventually prove the value of the project to the Dominion.

The time has come when old Quebec, most stationary of the Canadian provinces, demands, and is entitled to, a share of the general prosperity. For several hundred years her industries have centred about the St. Lawrence, and have very slowly pushed northward. The *habitant* has been a more picturesque than an enterprising settler, and marked evidences of progress have not been looked for in Quebec. But Quebec is, nevertheless, a country of great possibilities,

and it is not at all unlikely that a new railway might prove the means of giving new life to her, and inaugurating an era of increased prosperity, in keeping with her sister provinces. Northern Quebec is similar in its natural resources to northern Ontario, and has quite as much to hope for from industrial exploitation. The land is, in many places, as rich as the wheat belts of Manitoba and New Ontario, while as far north as James Bay, the most tender plants and all kinds of vegetables are easily produced. The tract of land immediately south of James Bay, is specially suited to stock-raising and dairying, while the reports of explorers, surveyors, and missionaries, testify to the existence of immense forest areas and abundant deposits of minerals. Entering Quebec Province at Lake Abitibi, the new transcontinental railway will pass through the heart of this new country, and will undoubtedly open the way for future colonization of a very important character. What it will do for New Ontario, it will do also for New Quebec, and the development of the wealth in the northland of these two provinces will form a chapter in the next ten years of Canadian history, as fascinating as the story of the West. The King of France once said of Canada: "It is only a few arpents of snow." Events of the present day are showing that even those districts where snow might naturally be expected to reign, are rich in possibilities.

One Year's Immigration

FOR the fiscal year, ending June 30, the immigration into Canada was as follows: From the United States, 44,980; British Isles, 41,787; the Continent, 37,891; total, 124,658. In 1902, the total immigration was 67,379, and in 1901, 49,149. It is thus apparent that the year just closed marks a wonderful advance in the filling up of Canada. The increase of population was 2.3 per cent, while for the same twelve months, the corresponding increase in the United States, was less than 1 per cent. The New York *Sun* comments on this with frankness:

"In point of the quality of the immigra-