

tion, the Northern Central route offers irrefutable arguments in its favour, and even Mr. Fleming bears us out in our opinion. At page 51 and 52 of his report he says :—" A Central route will have the least population to accommodate immediately along the line ; indeed between the Miramichi and St. Lawrence there is only one settlement, which consists of a few families on the Tobique River."

" A Railway constructed by the North Shore route, would pass through a country already in part settled ; and it would be of the greatest importance to Campbelltown, Dalhousie, Bathurst, Newcastle, Chatham and other towns and villages on the North Shore."

" A line by the Bay Chaleurs would pass through the Counties of Kent, Northumberland, Gloucester and Restigouche in New Brunswick, as well as Bonaventure and Rimouski in Canada. The population of these six counties amounted to 88,541 when the last census was taken ; a limited portion of the county of Gaspé, and the natural increase, may make the whole population over 90,000."

" From this data, the average number of inhabitants for each mile of Railway by the different routes would be nearly as follows :

" A Frontier line 260 per mile of Railway.

" A Central " 122 " "

" A Bay Chaleurs " 235 " "

" With regard to local traffic, therefore it would appear from the above, that the Railway would receive the largest population if constructed on a Frontier route, and least if constructed on a Central route."

In this connection it must not be forgotten that the Northern Central line which we are now examining starts from Apohaqui, and passes through the populous Counties of Kings and Queens, and touches both Sunbury and Kent. If the populations of these be taken into account it will give our Northern line as many inhabitants per mile as Mr. Fleming's figures show for the Frontier line.

In giving the result of his enquiries, Mr. Fleming says, page 57,
 ✓ " A Bay Chaleurs route would best secure the largest European