

For several miles in the vicinity of Gaspé Basin the formation is of grey sand-stone. The remaining and smoother sections are of red conglomerate.

The formation of the interior from Bay Chaleurs to Chicock's Mountains, a distance of forty to fifty miles, is reported to be similar to the coast.

With the exception of a few miles, the coast of the Bay Chaleurs is thickly inhabited, the dwellings being generally within speaking distance, with narrow strips of land under cultivation, running one or two miles back.

The valleys of the principal rivers are also inhabited and cultivated from six to ten miles from the bay. New land is being now more settled upon than formerly.

In New Richmond, Port Daniel, Grand River and other parishes there are farms that rival in productiveness and general appearance of buildings and stock, those of the most wealthy portions of the Eastern Townships, Province of Quebec. In almost every instance those who have paid most attention to farming are living in the most independent circumstances, with every indication of comfort and abundance.

The fine crops of wheat, oats, barley and potatoes, seen in every parish, prove that the soil and climate are favorable.

The weight per bushel of wheat is 69 pounds, of oats 43 pounds.

Paspebiac, the proposed terminus of the first division, is a place of considerable importance, situated at the east, with New Carlisle at the west side of Paspebiac harbor, three miles in length, and capable of accommodating ocean steamers (that may hereafter be running, to connect with the railway across Newfoundland on the direct line of quick passage to Europe.)

Paspebiac is the business centre of the Bay of Chaleurs County, Messrs. Le Bouthillier Bros, have extensive establishments here with large warehouses, stores and workshops. It is the headquarters of the celebrated firm of Robin & Co., whose fishing fleets operating over the whole coast of the Gulf of St. Lawrence, Labrador, and Anticosti are fitted out and supplied from this port, employing 2,000 to 2,500 men whose families reside between Nouvelle and Percé. This firm ship annually from this port alone, 30,000 quintals (equal to 150 car loads) of dry cod-fish.

Terminating at Paspebiac, the County of Bonaventure would be well accommodated and the Gaspé County greatly benefitted, but the amount of traffic to be obtained from the fisheries off Gaspé coast and other sources would not be realized without extending the line to Gaspé Basin, the most easterly harbor of the continent on the St. Lawrence route, and one of the very best in the world.

After going over the route surveyed following the shore of the bay round Cape Maquereau and Percé Mountains, I consider this route impracticable for this enterprise, and explored another route, following up the east fork of Port Daniel River, and down the west fork of the Pabos, and also a route back of Percé Mountains by following up the Anse à Beaufils River and down the valley of Murphy's Creek and Portage River to Duncan Robinson's place on the Barachois River near Malbaie. I did not go over the route proposed from Robinson's place to the River St. John, but from the nature of the country and reliable reports I consider it practicable.

A careful survey of the route explored might prove the practicability of reaching Gaspé Basin from Paspebiac, a distance of eighty-eight miles with gradients of 100 to 120 feet per mile at some points by the expenditure of \$2,690,000, averaging \$30,568 per mile.

That a railway would be of great advantage to the people along the line and throughout the County of Gaspé, there is no doubt. Without exception they express their solicitude for the future development of the agricultural resources of the interior as well as for the maintenance of the *status quo* in the settled portions unless a railway is by some means provided.

Before railways had become so generally extended, and by the impetus they impart to business and enterprise, attracting by offering better remuneration for labor and capital, those who were before content with less, these people did not feel the necessity of a railway which they now realize. They were satisfied with confinement during the winter from communication with the commercial and social world; but now that other sections of the country are so generally provided with