

This trade can be opened up by no other line, and this consideration alone should have great weight.

Between River Du Loup and the Metis, this route would pass through the rich and fertile country of Temisconata and Rimouski, and would furnish an outlet to the agricultural products which are rapidly increasing in these counties. The road will here serve the import and export traffic of a fast growing population which now numbers upwards of 90,000 and is daily increasing. Rimouski is a flourishing town, with a Bishop's residence, a classical college, numerous schools, a Court House, Saw, Flour and Carding Mills, Printing offices, commodious Hotels, and all the evidences of rapid and steady progress. From the Metis the road will go by the valley of the Lake and River Matepedia as far as Restigouche, where government has recently constructed one of the best roads in the Province. The soil here is even more fertile than on the borders of the St. Lawrence, and possesses a climate no way inferior to the most favoured parts of the Province. Cattle graze here as early as the 15th of April, and comparatively little snow falls during the winter. This part of the country also is being rapidly settled and land is being taken up in all directions. The line by the Northern Central route will cross that part of the country we have just described, and is the only one that can open up the resources of that country and Gaspé, and carry the traffic of the population now dwelling, and which will hereafter dwell, in that vast district. It is likewise the only one which will serve the interests of the whole population of the Northern part of New Brunswick, comprising the Counties of Restigouche, Gloucester, Northumberland, and Kent. By adopting this route, every County in the Province will participate in the benefit of railway communication, except Victoria, which has, fortunately, the best market for its agricultural productions within its own limits, and a means of connecting with the great centres of commerce by the river St. John. On the other hand by adopting Mr. Fleming's Central route, the Counties of Kent, Northumberland, Gloucester, Restigouche, Bonaventure, Gaspé and Rimouski, will be entirely shut out from all hope of railway communication, and consequently from all hope of developing their vast resources. It is evident then, that taking all things into considera-