

the industrious and variously occupied populations inhabiting those shores accuse an arrangement that should leave them "out in the cold" and ignore their interests and importance. It is not as a *boon* that they demand that the railway communication shall touch them at some convenient point, and afford them and their various products means of access to the interior markets. They are prepared to give a *quid pro quo*, and we here express our confident belief that the eastern counties of New Brunswick and the territories surrounding the Bay of Fundy and its tributaries will, through the Port of Shepody, in future years furnish the lion's share of the *back traffic* of the Intercolonial, as well as prove, in proportion to their population, the best customers and largest consumers of western products. Shepody, from its great natural advantages, and its commanding geographical position, seems so fully to answer the prospective requirements of Intercolonial communications and trade as to deserve the unbiassed attention of those to whom it belongs to deal with the important questions which agitate the Dominion at the present moment.

It may be suggested that St. John is the great port of the Bay of Fundy, and so for the present it is; but the resources and products to which we refer, as well as the most populous and enterprising communities are, for the most part, found on the upper waters of the Bay, a hundred miles and more above St. John, and consequently by so much nearer to Canada proper. The downward traffic of the Intercolonial Railway will be for the most part composed of timber, deals, lumber, staves, ashes, flour, and other bulky articles, which will naturally seek the nearest port of shipment. The return cargoes, in exchange for the above, will also as naturally come to the same entrepôt; and if it can be shown that the proposed deviation will, in addition to other disadvantages, have the effect of depriving the great interior of the confederation of the advantages and natural facilities of the shortest line and the nearest ocean outlet, it is to be hoped that the Imperial Government will pause and inquire before sanctioning the Apohaqui compromise.

Reverting again to the SECTIONAL aspect of this subject, we note that

PRINCE EDWARD ISLAND,
NEWFOUNDLAND,

and a large portion of NOVA SCOTIA, including the CITY OF HALIFAX, and the coal regions of Nova Scotia and Cape