
THE RESOURCES OF THE GASPE PENINSULA

matter whether the troops be turned over to the Intercolonial Railway at Ste. Flavie Junction, to the Grand Trunk Pacific at Temiscouata Junction, or to the C.P.R. at Quebec, Montreal or Winnipeg.

The new extension which the Quebec Central Railway now contemplates constructing to connect with the Temiscouata Railway, which is to be crossed, south of Lake Temiscouata, by the MATANE AND GASPÉ RAILWAY, will not only give the Quebec Central a winter Canadian seaport, but will furnish the MATANE AND GASPÉ RAILWAY a short rail route to the United States.

The first section of the proposed railway will be constructed from a point at or near St. Octave de Metis to Matane, a distance of 31 miles or thereabouts. It will run through a well settled country, containing five parishes and the entire line is destined to serve a population of over 39,000 people. Instead of having to open up a new country, it is destined to cater to a large business already awaiting it, and to prosperous communities that are only awaiting railway communication with the outside world to increase their prosperity. The agricultural, lumbering and fishing operations of this section of country have been very much handicapped in consequence of a lack of direct transportation to markets, and with the building of the new railway will of course be given the opportunity for material development.

The country possesses a splendid soil, generally covered with spruce, cedar, black and white birch, maple, balsam, fir, etc. Speaking of the townships McNider and Matane, which are crossed by the section of the line now described, the official publication of the provincial government known as "The Settler's Guide," says:—"The soil is excellent, the country well wooded and well watered, with good mill sites, and wheat, oats and hay are successfully grown."

The chief settlements along this 31 mile section of road are Ste. Flavie, Grand Metis, Little Metis, Sandy Bay, Rivière Blanche or Tessierville and Matane.