

Mr. Fleming also shows that, upon this section of 70 miles, there will be required only 570 feet of Wrought Iron bridging.

Mr. Fleming has set down the width of the cuttings on both routes at a uniform width of 30 feet, but he admits that where the snow-fall is light, this width can be reduced. As the minimum fall of snow will certainly be on the Northern route, a great additional saving will be made in constructing the road by this line.

In the chapter "Climatic Difficulties," Mr. Fleming states that the chief "difficulty to contend with on the route of the proposed railway is *snow*." Now, when we consider that by the line he advocates, he has travelled through the *interior* of the country and reached the higher altitudes that there prevail, we are not surprised to learn that the chief difficulty is snow. It is well known that along the sea shore the fall of snow is never so heavy as in the interior of the country. This arises from the higher temperature of the atmosphere near the sea, where the moisture more frequently takes the form of rain. The difference of altitude also makes a difference in the quantity of snow, as in these cold regions all the moisture takes the form of snow instead of rain. This snow also remains longer on the ground in Spring, and is often found very deep as late as the month of May. On the Grand Trunk the cars are not delayed so much between River du Loup and St. Thomas, as between the latter place and Quebec, and this difference is observed to be greater, the farther we go down the River.

"In the Metapedia Valley very little snow falls; and far down "the ground is generally bare every year about the month of "April. The wind, following the sweep of the Valley, never "causes snow-drifts. With but trifling cost for keeping, the road "there is always open for winter conveyance, and we can say, "with a certainty based upon a through knowledge of the country, "that in ordinary winters, the trains will never experience any "stoppage or considerable delay from snow on a well constructed "road running through the Valley."

Now, as we know that the levels of Mr. Fleming's line are found on the high lands of the Tobique ridge, situated in the interior we can easily perceive that two agencies of nature are at work to produce the result that Mr. Fleming so much dreads.