

The Engineer, in his estimate of the cost of the road now under construction from the city of St. John to the American border, (a section of the E. & N. A. Railway,) says, "Using the experience we have *already gained*, we should build and equip the road, as good for all practical purposes as our *present one*, for \$30,000 per mile; but to meet *all possible* contingencies, add \$2,000 per mile."

Mr. Buck, in his "Review of the Intercolonial Railway surveys," estimates the cost for a section of the Intercolonial by routes Nos. 1 and 2—including the bridge across the St. John below the Tobique, 100 feet high and 800 feet long, costing \$220,000—equipped with the same proportion of rolling stock as Mr. Fleming has estimated for, at \$33,400 per mile.

No. 3, for nearly its whole length, follows the same course as No. 1, the exceptional section not only shortens the road 17 miles, but also carries it through Fredericton.

Of Nos. 1 and 3, it has already been stated that Mr. Buck reported, "that, on *instrumental examination*, a line by the west of Temiscouta Lake was found *entirely impracticable*," unless by the Valley of the St. Francis river, or to the East by the river Trois Pistoles and Lake Temiscouta; in either case, the line will be considerably lengthened. A detour to the East would add to the length, by these routes, 19 miles.

The mileage to construct, or buy out, by the Western routes, from River du Loup to Halifax, would be as follows:

By route No. 1, 447 miles.

" " 2, 459 "

" " 3, 430 "

" " 4, 435 "

" " 5, 437 "

Applying Mr. Buck's estimate of \$33,400 per mile to No. 3, the cost of the Intercolonial would be \$14,362,000, and by No. 5 route \$14,595,800.

The railway by either of these two routes would pass through Fredericton, consequently the bridge across the St. John below the Tobique, estimated by Mr. Buck as costing \$220,000, would not be required at that place, but at some point between the Keswick and Fredericton.