

in length, while they are generally from 20 to 30 only, and much more favorable than those of any other line given by Mr. Fleming.

On the other hand the northern route has been carefully surveyed throughout its whole length by a most competent Engineer, selected by the British Government for his eminent capacity in surveys of this nature, was beyond the influence or suspicion of political intrigues or sectional interests, and consequently the results given by him can be relied on with confidence. Therefore we are justified in concluding, not only from Mr. Fleming's admissions, but from Major Robinson's careful survey, that the expense of building the Northern Central line, will be very much less than that of Mr. Fleming's Central line.

That we are fully justified in this conclusion, the following gradients from Mr. Fleming's Report, pages 29 and 34 will indisputably show:—

CHARACTER OF GRADES ON WHOLE SURVEYED LINE FROM RIVER DU LOUP TO APOILAQUI BY THE FLEMING CENTRAL LINE.

		Total length in miles.	
		Ascending South.	Ascending North.
Grades under 20 feet per mile.		41.9	58.4
" from 20 to 30 feet per mile.		9.6	29.9
" " 30 " 40 " "		13.9	21.8
" " 40 " 50 " "		15.2	9.8
" " 51.9 " "		2.1	2.1
" " 52.8 " "		18.3	8.7
" " 53.5 " "			1.4
" " 54 " "			1.3
" " 56 " "		1.5	
" " 58 " "			1.6
" " 59 " "			2.4
" " 60 " "		4.7	10.9
" " 61 " "		3.3	
" " 63 " "		0.9	
" " 64 " "		3.2	
" " 65 " "		9.5	1.4
" " 66 " "			1.0
" " 68 " "		2.7	8.0
" " 69 " "		1.7	
" " 70 " "		11.5	9.6

CHARACTER OF GRADES MATAPEDIA SECTION.

Grades under 20 feet per mile.		6.9	11.7
" from 20 to 30 feet per mile.		4.4	9.2
" " 30 " 40 " "		2.4	7.0
" " 40 " 50 " "		1.6	2.8
" " 50 " 52.8 " "		2.8	6.2
" " 60 " "			2.7