

The Shore Line	\$3,010,000
The Middle Line	2,475,000
The Interior Line	2,310,000

The probable length of railway to be constructed on each of these lines, from a common point near Newcastle, is estimated as follows :

The Shore Line, say	86½ miles
The Middle Line, say	82½ do
The Interior Line, say	76½ do

The running distance to St. John and to Halifax would be effected to some extent by the adoption of one or other of these lines, considering first the running distance to Halifax, the length of line from a common point near Newcastle to Painsee Junction, will show how they stand in this respect.

The Shore Line.....	86½ miles
The Middle Line.....	82½ do
The Interior Line.....	76½
Add existing Railway to Painsee Junction.....	7 83½ do

The running distance towards St. John, from a common point near Newcastle, to a common point in the existing Railway West of Moncton, will be as follows :—

By the Shore Line.....	86½ + 7	93½ miles
By the Middle Line	82½ + 7	89½ do
By the Interior Line.....	76½	do

Mr. Light estimates the number of inhabitants directly accommodated by the adoption of either of these lines, about, as follows: This is exclusive of the population in other sections of the Dominion beyond the common points near Newcastle and Moncton affected by the shorter or longer running distance on the several lines.

By the Shore Line.....	15,000
By the Middle Line.....	8,000
By the Interior Line.....	8,000

With regard to the character of the country for settlement and other particulars, I beg to refer the Commissioners to the within comments.

In drawing a comparison between these lines, it appears,

1st. That the Middle Line is the most direct line to Halifax, being one mile shorter than the Interior Line, and four miles shorter than the Shore Line.

2nd. That the Interior Line is the most direct to St. John, being three miles shorter than the Middle Line, and seventeen miles shorter than the Shore Line.

3rd. That the Interior Line is the shortest to construct, the length of railway to be built being six miles less than the Middle Line, and ten miles less than the Shore Line.

4th. That the Interior Line would prove the cheapest, the estimate of probable cost being \$175,000 less than the Middle Line, and \$700,000 less than the Shore Line.

5th. That the Shore Line passes through the best settled sections of country, the local population averaging nearly 100 per mile more than on the Middle and Interior Lines.

6th. That the Interior and Middle Lines pass through new lands, one-half or two-thirds of which are said to be fit for settlement.