

New Brunswick would soon be connected with it, and the whole Province would be intersected by railways. That was the case in every country where railways had been introduced, and there was no reason why the same results should not follow from this great railway in New Brunswick."

Of the different Western routes, No. 5 will better facilitate the construction of branch lines, and open up a finer country for settlement, than any of the others, as it keeps more to the centre of the Province. It would be a great artery, with its branches running out to the river St. John on the one side, and to the Restigouche and Miramichi on the other.

Whether looked at from an Ontario, Quebec, New Brunswick, or Nova Scotia point of view, No. 5 would appear to be the best calculated "to serve evenly the interests of ALL FOUR OF THE PROVINCES OF THE DOMINION."

COST OF THE INTERCOLONIAL RAILWAY.

Eminence in Engineering consists not alone in the superiority of a work, or in the extent of the difficulties overcome, cost should enter largely into the question of qualification.

The "Chat moss bog" stamped the reputation of the elder Stephenson, placing him at the head of his profession, not so much for the work accomplished, as for the low price at which it was done. The cost of the work was £28,000 Stg. The estimate of Mr. Giles, an educated Engineer, was £270,000.

The railway from the city of St. John to Shediac, 108 miles in length, was constructed by the Government of New Brunswick, at a cost per mile of nearly \$44,000: it is a good road, but from the experience gained, its equal could be built for all of \$7,000 less per mile. Messrs. Peto, Brassey & Co. entered into a contract with a Company—in which the Government had shares, to build and equip it for \$32,500 per mile, receiving their pay chiefly in the bonds of the road, and taking themselves a large portion of the stock. Had they gone on with the work, it would not have equalled in character the present line; at the same time, it should be added, the failure to proceed did not arise from any objection to the price.