

traversed by line No. 1, from Shediac to Indian Town. The distance, and the proportion of Crown land, is about the same; the remarks upon that will apply equally to this.

From Boiestown to Edmonston, a distance of 130 miles, at least three-fourths of the land is fit for settlement; it is still in the hands of the Crown, and the soil is very good. If properly managed, it might, in ten or fifteen years from the completion of the Railway, have a population from 20,000 to 30,000 persons within ten miles of the road, which population would be dependent on the road for their traffic.

From Edmonstone to Rivière du Loup, there are few inhabitants. The land is of mixed quality,—some bad, and some very good; the latter of which, the completion of the road would tend to settle.

No. 3.—This line is altogether through a partially settled country, with the exception of about 40 miles along the St. Andrew's and Quebec Railway. From Scotch Corner to Edmonston, the land is of excellent quality, and may be expected to increase slowly in population, as the lands are already in private hands.

One advantage of this line is that the part of Maine adjoining the boundary is rapidly filling up with inhabitants, nearly all the traffic of which would be attracted to this road. From Edmonston the line is the same as No. 2.

ALEXANDER L. LIGHT,

M. Inst. C. E.

*Late Chief Engineer of Railways to the Provinces of New Brunswick and Nova Scotia.*

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HAVING gone carefully through all the points connected with the above railway with Mr. Light—such as summit-heights, crossings of rivers, and all other engineering points—I have no hesitation in stating that a line by either route indicated would be quite practicable. Having, also, had considerable experience as the engineer-in-chief of an extensive line in South America, and knowing from personal examination the nature of the country, which is in many respects similar to that of North America (climate and the value of labour, however, being much in favour of the latter,) I am of opinion that the estimates named by Mr. Light are ample, and his views upon the construction and completion of the line are very sound.

JAMES BRUNLEES,

M. Inst. C. E.

5, VICTORIA STREET, WESTMINSTER,  
3rd December, 1861.