

lidity of Major Robinson's estimate, and the mode in which he has deduced it they consider to be "good data for an estimate," and only throw in a few lurking suspicions, calculated, to some extent at least, to neutralize, by insinuation, statements which could not be directly controverted. They "believe that with prudent management a single line of railway, between Halifax Harbour and the St. Lawrence, opposite Quebec, if gradually constructed from each end, might be properly completed and supplied with a moderate plant for £5,000,000." "Prudent management" is, of course, essential in all such undertakings, and an opposite course is hardly ever calculated upon in the formation of an estimate. But why, "if gradually constructed from each end?" Could there be any difficulty, for example, in commencing those portions of the line at several points which pass through Nova Scotia, that province being nearly all settled; and the first hundred miles out of Quebec along the banks of the St. Lawrence, which is an "extended village," for the whole of the above distance, would be most favourable for a simultaneous commencement of the works through the whole of this elongated village?

It is quite clear that in the prosecution of railway works once commenced the quicker they are executed the better, otherwise the money expended is lying unproductive, and as the above portions would be the most remunerative portions of the line, as far as local traffic is concerned, they should be executed as rapidly as possible, and opened for traffic, so that the money expended would not be altogether unproductive.

And what possible difficulty could there be in commencing at several points along the coast from Bay Verte to Restigouche Bay, or how could there be any additional expense incurred when the whole of this coast is so amply supplied with good harbours and rivers navigable to the points crossed by the proposed railway, where parties of emigrants, provisions, tools, and implements of all kinds could be landed at or near to the scene of operation?

This section of the line would also be the most favourable for the commencement of the combined operation of constructing the railway works and colonizing the adjacent lands.

The Commissioners state that "they fear that the sum of £5,000,000. would not be found sufficient, if it be en-