

of New Brunswick, exclusive of the larger bridges, for about £100 sterling per mile. As this road must be rapidly executed, and of a rather more substantial character, £300 per mile will not be too large a sum to estimate for it when complete. It is unnecessary to say that the first cost of this road would be saved by the increased facilities afforded by it; in fact, it becomes necessary to the proper prosecution of the works, for delivery of contractor's stores, plant, and materials; and its construction will, in a great measure, do away with the charge of "impenetrability," so justly urged by Major Robinson, R. E., against the "central line."

After the railway is completed, this road will still be very advantageous for the settlement of the country, and to afford communication between the different stations. These remarks only apply in full force to the season of summer; for, during a period of about four months in winter, when the swamps, lakes, and rivers of these regions are frozen solidly over, they can be, and are traversed with facility in every direction by the heavy teams of the lumbermen by means of roads made by themselves, at a cost of about £10 per mile; their construction merely involving the clearing away the small brush, the removal of fallen logs, and the treading down of the snow.

Should the North Shore line be adopted, from its accessibility to the sea at so many points; and the existing roads running parallel thereto, additional communication will not be so much required.

The final completion of the Railway works in an economical manner will require a period of at least three summers, although, in the case of extraordinary requirement, the railway might be temporarily opened for an especial purpose in two seasons, by adopting a process (often used in America, especially through a wild country) of excavating the cuttings, and carrying forward embankments at a minimum width and slope, filling the deep valleys and stream crossings, and other heavy points, with cheap temporary trestle work, constructed of the round unhewed trunks of the spruce and pine-trees, an excellent description of which, admirably adapted for the purpose, everywhere abounds in close proximity to this line. Upon this foundation, the rails could be laid, and the railway *safely* and expeditiously opened. The earthwork subsequently required to fill in these places, as well as to complete the slopes of excavation and embankments, to be afterwards conveyed upon this track by means of locomotive power. Stone for the several bridges and structures remaining incomplete would likewise be conveyed by the same means; and their subsequent completion need not necessarily interrupt the passage of the trains.

This shorter period may be even still further reduced by omitting altogether the railway track, over some of the heaviest points of the line, say at the Cobequid, Tobique, Restigouche, and St. Lawrence mountain-ranges, substituting, temporarily, in lieu thereof, the wagon-road already mentioned at these points, over which, in case of necessity, troops could be marched