

## APPROXIMATE ESTIMATE OF COST PASPEBIAC TO GASPÉ BASIN (88 MILES)—DIVISION NO. 2.

	Rate per Mile.	Amount.
15 miles to West Point.....	\$ 20,000	\$ 300,000 00
25 " " Pabos .....	40,000	1,050,000 00
20 " " Anse à Beaufile.....	25,000	500,000 00
28 " " Gaspé .....	30,000	840,000 00
Total.....		\$2,690,000 00

MONTREAL, 22nd Dec., 1882.

N. H. GREEN, C. E.

MONCTON, N.B., 8th January, 1883.

DEAR SIR,—I send you by to-night's mail, a plan, profile and estimate of cost of the proposed Baie des Chaleurs Railway, also a copy of a Report and other papers I have received from Mr. N. H. Green, C.E., whom I employed to make an exploratory survey of this line from Matapedia to Paspebiac. My numerous other duties did not enable me to give this matter personal attention, therefore I am not in a position to report from personal knowledge. I have examined the plan, profile and estimate of cost carefully, however, and I am of the opinion that considering the character of the country and the numerous large rivers to bridge, Mr. Green's estimates are very low for both divisions. When the line is properly located, and the necessary data got, for the construction of the bridges, I think it will be found that his quantities for excavation, masonry, superstructure, &c. will be too small.

In reference to the prospective traffic, he makes no mention of the fact that the line lies along and within (at the furthest point) a few miles of a navigable sea coast which is open about six months in the year, and that very good water facilities (steam and sail) now exist in the summer months.

A steamer has been subsidized by the Dominion Government for the last four years to run between Campbellton and Gaspé calling at all important places along the coast, and it was expected that a very considerable traffic would be developed, but the figures below, which were prepared for me by James E. Price, Superintendent at Campbellton, are not very encouraging. For the last four years there has been delivered to and received from the steamer above referred to, the following quantity in tons:—

1879 .....	263
1880 .....	656
1881 .....	621
1882 .....	1,642
Total tons.....	3,182

From the appendices attached to Mr. Green's Report it would appear that the fishing industry is very large and important, but if a railway were built, it occurs to me that the largest part of this traffic would still be carried on by water as at present.

From information I have gathered from Mr. Green and some members of our staff who have visited that section of the country, I am led to believe that the timber and agricultural resources are important and capable of development, and if a railway were built, there can be no doubt, but that a very considerable traffic of one kind and another would be carried over this line, and in time it would become a feeder of considerable importance to the Intercolonial Railway.

I am, Sir, your obedient servant,

P. S. ARCHIBALD, *Chief Engineer.*

C. SCHREIBER, Esq., Chief Engineer Government Railways.