

of November last. In that letter, I also gave a rough estimate of what a good carriage road would probably cost in the making; and shewed reason to believe that the line run by the engineers, with some modification, would be generally the most advantageous, and through a country which would eventually, upon being developed, be favourable to the construction of a railway. At the conclusion of the letter alluded to I used these words,—“I am distinctly of opinion that the preliminary line run by the engineers, with a few slight modifications, will prove not only the best but by far the least expensive that can be found for construction, and I am not aware of any special difficulties in the way of connection with it by means of local roads. Brigus is probably more favourably situated in this respect than any of the other outports, as but a very short piece of road in continuation of the present existing one between “the Goulds” and Big Barren or Ocean pond on the Hodge Waters, would complete the connection. With regard to the expense of building an ordinary good road through the interior of the country, I believe that a contract would be readily taken at from \$2,000 to \$3,000 per mile, and I estimate the cost as follows.”—

Clearing complete, say per mile.....	\$150
Grubbing roots, &c. “ “	180
Grading, “ “	1000
Culverts, “ “	100
Increase of expense advancing into the interior with commissariat, &c.,	300

\$1,730

The road to be sixty-six feet or one chain wide. Then, if we suppose the length of the road to be three hundred miles, and the contract taken at \$2,000 per mile, the sum total for a complete thoroughfare, through the island would be \$600,000 or £150,000 currency.”

It is rather remarkable that at the very same time that I put my ideas on this subject into form, Mr. Sandford Fleming was contemplating a scheme of a precisely similar nature; so exactly identical as to occasion the remark from himself, when he saw my published letter, that they could not have more nearly corresponded had we put our heads together for the purpose.

I have already stated, that on the great lines of road constructed by the Romans, each mile was marked by a stone or pillar, on which, no doubt, there was inscribed the distances from Rome on the one hand, and from the next most important place or places on the other. I look upon it also as a certainty, that the initiatory step to these gigantic undertakings was to make a preliminary exploratory survey; and the next, after having resolved upon the line to be followed, to place the mile stones in their respective positions, as the preparatory work of clearing, grading and ditching went on. Now, this example, so well worthy of imitation, is exactly what I should wish to see done here, as an earnest that *our* preliminary survey was really and truly to be utilized with the view of eventually