

of the Tobique river, and which I think more extended examinations will materially reduce. Again, the expense of portion of Route No. 3 from St. John to the intersection of the St. Andrew's and Quebec Railway, and from Scotch Corner to Grand Falls including the three bridges over the Aroostock and St. John rivers, will be quite as heavy as the Central line.

Second.—The Route No. 2 from Boiestown to the head of Two Brooks on the north of the Tobique, makes a considerable *détour* to the westward; and the pass through the top of the ridge south of the Tobique is 831 feet above that river, where it is crossed by the line. It is desirable that the line should be more direct, and the pass through the mountain at a lower level. It is quite possible that such a pass may exist to the eastward of the present route.

As a case in point, it may be stated that extended explorations made by the American topographical engineers, more to the westward, through American territory, have discovered two or three such passes through the same mountain-range, along one of which the Atlantic and St. Lawrence Railway is now located.

A series of levels taken for 30 or 40 miles eastward from the present line along the top of the mountain-range would determine this question, and ought to be so taken before the final location of the road. It must be particularly borne in mind, that this part of the country has never been surveyed at all, and is left blank on the map. Were a tolerably direct route discovered, the distance gained would probably be from 10 to 15 miles.

Third.—A route proceeds from Boston Brook, on the Restigouche, directly across the mountain to Trois Pistoles, as shown by the most easterly dotted line on the map. This has been partially explored by Mr. Wilkinson, C. E. (*vide* his report.) If it should be found practicable for a railway, it will probably, as compared with the line by Temiscouata Lake, have steeper gradients, require heavier works of construction, have less cultivable land upon it, and save but little in distance. Its only recommendation is the greater distance from the frontier of the United States.

Fourth.—The intermediate dotted line passing up the north branch of the Restigouche, thence by way of Green River and the Squatock Lakes and the east branch of the Trois Pistoles, and gradually descending to the St. Lawrence along the northern slope of the mountain to Rivière du Loup, as already mentioned in this Report, appears much more promising, and is particularly recommended to be carefully explored.

Fifth.—The deviation in Nova Scotia by Earl Town. This will add 14 miles to the length of the road; but the benefit to be derived will far over-balance the disadvantage, as has been shown under the description of Route No. 1. Besides, this line is more level than that by Folly Lake; and this will give it an advantage in working that will counteract in some measure the effect of difference in length.

Sixth.—The deviation of Route No. 1 between Shediac and Miramichi by the coast has been already noticed. The increase of distance is about 19 miles, and it would probably be more hilly than the interior line. Here connections with the harbours would not produce so great an effect as in