

railway facilities, attracting the stream of emigration from Europe and many of the youths reared here. They evidently feel that they are entitled to a reasonable amount of assistance from the Government, and would appreciate the recognition of the merits of their section of country. And I understand that as soon as they ascertain that by issuing municipal debentures to a reasonable amount, they can secure the railway, they will do so, and secure the right of way.

I believe that between Matapedia and Paspebiac \$1,000 per mile should be subscribed as a bonus, and the municipalities between Paspebiac and Gaspé together, \$40,000, to bring the railway to Paspebiac, for they would benefit largely thereby.

A daily line of steamers running from Gaspé and intermediate points, connecting with trains at Paspebiac, would enable them to ship large quantities of fresh fish in season direct to the best markets. The fall fishing of cod, which is one-third of the summer fishing, would be shipped by rail, realizing a much higher price and ready sale.

The business and traffic that now exist in bringing forward the supplies required for the fisheries, and the general requirements of the people, and in conveying to market the product of the fisheries, the farm and forest and other industries, together with the usual increase that follow the opening of a railway, would be sufficient to meet working expenses and provide for other contingencies, if it could be secured to the railway.

In estimating the probable traffic, it is not only necessary to consider the increase of population and business throughout the splendid country along the coast, but the large tracts of excellent farming land extending inland, that with the facilities afforded by the railway would probable be settled and contribute to the business of the railway. It is uncertain at what rate colonization will extend, but it is claimed that many of those born here, and now finding employment elsewhere, would return, and also that a great number of the men brought from Europe to be employed in the fisheries would be induced to settle their families inland.

I have the honor to be, Sir, your obedient servant,

N. H. GREEN, *Civil Engineer.*

P. S. ARCHIBALD, Esq., Chief Engineer, I.C.R.

APPROXIMATE Estimate of cost (100 Miles) Matapedia to Paspebiac.

Description of Work.	Comput- ed in	Quantity.	Rate.		Amount.	
			\$	cts.	\$	cts.
Land purchase.....	Acres...	1,300	30	00	39,000	00
Clearing and grubbing.....	do	600	40	00	24,000	00
Excavation, earth.....	C. yards	3,000,000	0	25	750,000	00
do do foundation.....	do	40,000	0	40	16,000	00
do do rock.....	do	200,000	1	12½	225,000	00
Protection works, rip-rap, &c.....	do				30,000	00
Masonry, 1st class.....	do	30,000	10	00	300,000	00
do 2nd do	do	10,000	6	00	60,000	00
Bridge superstructure.....	C. feet...	4,000	70	00	280,000	00
do do	do	1,000	30	00	30,000	00
Public road crossings.....					7,500	00
Farm do					15,000	00
Fencing.....					40,000	00
Rails, spikes, joints, ties, track-laying and ballasting.....					500,000	00
Station buildings.....					15,000	00
Repair-shop and engine-house.....					20,000	00
Water-tanks.....					3,000	00
Turn-tables.....					2,000	00
Add 10 per cent. for engineering, contingencies, &c.....					235,650	00
Total exclusive of Rolling Stock.....					2,592,150	00
Rolling Stock.....					100,000	00
Total.....					2,692,150	00