

A Siding from the line, just before reaching the bridge, would connect with Carleton with its extensive wharf accommodation, on the Western side of the harbor of St. John, where every facility exists for the erection of warehouses, &c., and where vessels could not only receive from the cars the products of the West, but also the cars receive from vessels the products of tropical and other climes.

If \$33,400 per mile is sufficient to build the Intercolonial by routes No. 1, 2, or 3, there is no reason why No. 5 should not be constructed for something like the same sum. Much of this last route is common to all the Western lines: it is 10 miles shorter than No. 1, and 22 miles shorter than No. 2 routes.

If \$33,400 per mile is sufficient to build the Intercolonial, its cost will not exceed \$15,000,000. If, "to meet all possible contingencies," we add \$5,000 per mile, its cost will be under \$17,000,000.

Mr. Fleming's estimate for his surveyed Central route is \$45,500 per mile. In his report, he says, "*his quantities and prices are liberal and sufficient*, and that he has embraced in his estimate an allowance for contingencies, as well as provision for a telegraph, workmen's dwellings, and a reserve fund for increasing the rolling stock and station accommodations."

There is reason to believe, however, that on a more thorough examination of the country, he will be able to construct a railway, suitable for an Intercolonial, with a much less expenditure. A road equal to the one from St. John to Shediac should be all that is required. With a cash capital, its equal should be built and equipped for \$38,400 per mile.

SHALL THE GOVERNMENT, OR A COMPANY, OWN THE INTERCOLONIAL RAILWAY?

In a work of a semi-national character, designed for a commercial and military highway, there are strong reasons why it should be the property of the Government.

To vest a Company with the proprietorship of a work of that character, would be to clothe them with great power. They would be an irresponsible body, beyond the reach of public opinion.