

§ 18. [This section refers to the relative durability of the wood generally used for piles in the United States, and the larch of New Brunswick, posts of which of 40 years standing, are still sound.]

§ 19. The present occasion does not permit of reference to the details of construction. It will be sufficient to say that local circumstances and facilities hold out the assurance that the road may be completed within the limit of the average cost of similar works in the State of New York; to some of which it will have more resemblance than to those of New England.

From authentic Tabular Statements which have been published, the average cost of some of the principal Lines of Railway in the States of New York and Massachusetts respectively, appears to be £5,649 currency per mile in the former, and £9,788 currency per mile in the latter, in each case for a single track.

The method of construction, and the conveniences to be provided, would require mature consideration. They ought to be as perfect as the circumstances and reasonable prospects of the Line will warrant.

The daily accumulating knowledge and experience on the subject elsewhere, should be amply consulted, and above all, it is desirable that no expenditure should be commenced until the necessary means are secure for completing such divisions of the Line as may be profitably opened with the least possible delay; nor until a system for the control and management of such expenditure shall be so devised and arranged as may best ensure efficiency and a true economy.

§ 20. The division of this Line most obviously indicated as the portion which may first be constructed and opened with the surest prospect of an immediate return, is that connecting the Harbour of the Bend with the terminus at Shediac.

§ 21. The convenience and sufficiency of Shediac as an entrepot for the object in view is not questioned. It is within 60 hours communication by steam from Quebec. It nearly equally divides the great arch of coast which forms the western boundary of the Gulf of Saint Lawrence, extending from Cape North to Cape Gaspe, a distance of about 450 miles, embracing in that extent a soil of acknowledged excellence; and fisheries, the ultimate commercial value of which, to these Provinces, would perhaps be dearly exchanged for the more dazzling treasures of other coasts. The fertile Island of Prince Edward lies almost in view of the Harbour, and the coal mines of Pictou within a few hours sail. Indications of coal also every where surround this important locality; and from Saint John to Shediac, in addition to lumber and most descriptions of farm pro-