

I have applied the same price per mile to all the roads, because the difficult portions of each, and not common to all, are very similar, and would about balance each other; and while portions of the grading on the North Shore line will be lighter than on the Central, yet the expensive bridges over the large rivers—the Miramichi, Nepisaguit, and Restigonche—with the heavy grading of the Metapediae, will be a considerable offset against the difficulties anticipated on the partially explored Central line at the valley

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Sussex to Boiestown.....	74
Boiestown to Rivière du Loup.....	228
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	Miles.
St. John to St. Andrew's and Quebec Railway.....	62
Thence to Scotch Corner.....	75
Branch from Scotch Corner to Central Line at Miramichi)	42
River)	
Miramichi River to Rivière du Loup.....	198
	377

No. 3—OTHER ROUTES.

The three routes marked in strong red on the map may be termed the principal. They are known to be practicable. There are, however, some other lines which appear very feasible, but have not yet been surveyed, which, if found practicable, would be an improvement upon those already described.

The first of these that has been suggested is a line branching from Route No. 1, at Indian Town, Miramichi, running westward, and falling into the valley of the Little South-west Miramichi, touching on Long Lake, at the head of Campbell River, a branch of the Tobique; thence down that stream, and up the Sisson branch of the same river, and thence across the country to Boston Brook, where it will join Route No. 2.

The length of this line, from Indian Town to where it meets Route No. 2 at Boston Brook, is 98 miles. The distance from Bay Verte to the Wagan Portage by Route No. 2 is 226 miles. Between the same points, by way of Indian Town and the route in question, is 208 miles, showing difference in favour of the latter route of 18 miles.

This route has not been explored; but it looks favourable, and there is reason to think that it runs over a practicable country. From a short distance up the Little South-west River to the mouth of Sisson branch, nearly 60 miles, it runs, however, through a portion of barren country. It ought most certainly to be examined previous to fixing upon the final location of the road.