

and a great many more miles to be run. Now we shall take Major Robinson's figures, as being more worthy of confidence; by them we find that from River du Loup to Halifax there will have to be built by the Northern Central, 456 miles, only 19 miles more than he claims by No. 5 Western. These 456 can be built according to Major Robinson's estimate for \$35,000 per mile, while Mr. Fleming estimates \$46,000 per mile for the 437 which must be built by the No. 5 Western. Now in construction alone the saving by the Northern Central route will be \$4,142,000, and the cost of maintaining and keeping it free from snow will be much more than will be required for the latter. In regard to the *distance to be run*, the saving by the Northern Central will be 24 miles, for according to Major Robinson's survey, the distance from River du Loup to Halifax by the Northern Central is 570 miles. While by Mr. Fleming's survey the distance of the Western No. 5 is 594. From this the reader may judge of Mr. Lawrence's fairness, and his fitness to be a guide in this matter.

On page 12, Mr. Lawrence quotes from a professor of Civil Engineering the following; which he thinks tells in favor of his Western Line:—"From the great cost of the superstructure of a railway, and the continually increasing expense of keeping it in repair, it is highly desirable that it should be *as straight* and consequently as short as possible. As the earth-work of a railroad costs almost nothing for repairs, while the expenses of maintenance of its perishable superstructure is very great, and proportional to its length, as is also the cost in fuel, wages, and wear and tear of the engines, and running of the road, it will often be advantageous to make large expenditures in order to lessen the length of the road."

This on the face of it is a strong argument for the Northern Central, for all the cost of wear and tear of engines, fuel and maintenance of the road, is in its favour, from the enormous grades on the Western Line, and the great preponderance of snow which it will inevitably have to encounter. But we can quote just as good authority against his engineer, and against his favourite line. Another Professor of Engineering writing of this very Intercolonial road, truly observes:—"The idea of constructing a rail-