

Let us now examine the total cost of constructing the Northern Central line by Apohaqui, compared with that of the Central proper to the same point, Mr. Fleming is at liberty to use his own figures in his own line, but we shall consider Major Robinson's sufficient for his line, until some competent authority, by an equally careful survey, disproves them. Taking then Mr. Fleming's statement that there are 452 miles to be constructed from River du Loup to Halifax, via Apohaqui, by the Central proper, and applying to them his own estimate of \$46,000 per mile, we have \$20,792,000 as the total cost. By Major Robinson's figures we have 456 miles to construct by the Northern Central Route, which at Major Robinson's estimate of \$35,000 per mile, will give \$15,960,000, showing a difference in favor of the Northern Central of \$4,632,000.

✓ On the North Shore route we have an almost uninterrupted line of road near the sea, and that, too, upon the lowest levels, both of which are favorable to a minimum fall of snow, consequently the expense of working the Central line will far exceed that required in running the Northern one. On the Central line there will be required a great number of snow ploughs, and many additional Engines, as three powerful locomotives will be necessary to work the plough through the deep snow that will inevitably bury the track. A greater number of workmen will also be required to keep the track in running order during the winter, and as this line runs through a perfect wilderness where no men can be had, the obstacles will be very serious. Even on the Grand Trunk it frequently occurs that from 50 to 80 men are required to shovel the snow from the track when the drifts are too heavy for the plough. Where are these men to be had through the wilderness, where their services will be most needed? So that according to Mr. Fleming's own showing, the Central line, in this respect, will be more objectionable than the Northern one.

✓ In his estimates of the cost of the two routes, Mr. Fleming has entirely overlooked the roads that run near the Northern route, in every direction, especially through the Metapedia Valley, while, for several hundred miles along the Central line, there are no means of communication, and neither provisions nor materials of any kind can be transported till these are provided. This fact must add largely to the expense of the Central, while, to the same extent, it will reduce that of the Northern route.