

Gloucester	-	-	-	-	704,000	
Restigouche	-	-	-	-	1,109,000	
					<u>1,813,000</u>	4,747,000

*In Canada.*

Bonaventure	-	-	-	-	2,000,000	
Rimouski	-	-	-	-	5,000,000	
Kamouraska	-	-	-	-	500,000	
L'Islet	-	-	-	-	600,000	
Bellechasse	-	-	-	-	500,000	
					<u>8,600,000</u>	

General Total - - - 14,427,000

The land for the railway will have to be purchased in Nova Scotia for nearly its whole course, and in Canada for the 110 miles mentioned.

The latter, however, it is expected, will cost very little more than the expense which it would be necessary to incur in cleaning, getting out the stumps, and preparing the wild lands for the railroad.

No part of the line will ever be at any great distance from Crown Lands; but it will be a question of detail for this part as well as for the Nova Scotia section, whether it will be more advantageous to cut and convey from them the timber and materials required, or purchase them.

The direction of the proposed line being determined upon, the next points which present themselves for consideration are, the character of the road and method of construction.

In the first instance it is considered that one line of rails will be sufficient, but in taking ground for the railway and stations, and wherever the line passes, regard should be paid always to the prospect of its being made at some future time a double track. And in the anticipation of a heavy traffic, which there is a fair prospect of soon passing along it, and with a view to ultimate economy, as well as the saving of much inconvenience, it is recommended that the road (being intended for the great trunk line) should be constructed at once in a substantial and permanent manner, with a good heavy rail, capable of bearing high rates of speed for passenger trains.

On all the principal lines of railway in the United States, the flat iron bar is everywhere being discarded, and the H or T rail, generally of 56lbs to the yard, is being substituted for it.

On several of the lines also a double track is being made, and the works constructed are of a more permanent character than formerly.

Much has been said in praise of the cheap method of making railways in America, and the advantages to be derived from it in a new country.

As an example of this system and its practical results, the Utica and Syracuse Railway may be here quoted.

This road is 53 miles in length and forms part of the Great Western Line, connecting Albany on the Hudson River, with Buffalo on Lake Erie—one of the principal lines in the country.

In its construction more than a usual amount of timber was used. For a considerable portion of its length (upwards of 19 miles) it passes through a deep swamp.—Piles were driven into this, to support a long continued trestle-bridge, over which the railway track was carried upon longitudinal bearers.

For the other 33 miles the grading was made in the usual manner by excavations and embankments; but the superstructure was of wood.

Upon