

that each of these families should use the line for two trips to the capital per annum, for the purpose of marketing, &c., at 10s. per trip it will give £3,174, and further that each family transport by Rail one ton of produce annually, at 10s. per ton, £1,587—making in way traffic the sum of £4,761 per annum. These calculations are, however, far below what the way traffic would probably come up to, and are actually much under what every family expends annually for travel and transport to and from the Capital by the present mode of travelling.

This Line will also possess the advantage of passing almost directly through the Slate Quarries of Rawdon, which might at a future day add materially to the business of the road.

There is no doubt that Coal exist, in great abundance, on what is called the Gore Mountain, at a distance not exceeding five miles from the proposed line, and not more than forty-two miles by this line to Halifax.

Limestone and Gypsum or Plaister, are to be found in places along the line, both of good quality and in great abundance, particularly the latter, which is plenty at Sandy Point, a distance of not more than 36 miles from the Capital.

As Railroads must depend in a great measure on the local traffic for support and maintenance, consequently a line run through an Agricultural Country, susceptible of a high state of cultivation, and having in its immediate proximity the materials to constitute hereafter an immense trade with the Capital in those highly necessary articles, such as Slate, Coal, Lime, and Gypsum, the advantages of such a line over one laid down through a barren, rocky country, are immediately apparent, and the extra distance to be run would be more than over balanced by the benefits to be derived in the first case.

I am, however, decidedly of opinion, that the line No. 3 by Horn's is the more preferable one, for the reasons given, although perhaps the grades may not be as favorable as those of No. 2, yet the surface material of the country is of a much more favorable character for grading, being very free from rocks, and will probably turn out a less expensive line to construct.

I much regret that more time was not at my disposal, in order that a more accurate Survey might have been made, and more full information afforded, by which a decision might be arrived at on the subject.

I have the honor to be, Sir,

Your most obedient Servant,

WILLIAM FAULKNER.

The Hon. the Provincial Secretary, Halifax.

*Pictou, October 27, 1851.*

SIR—

I have the honor to submit the result of an exploratory survey, in which I have been engaged, under your instruction, with a view to the discovery of a line favorable for a Railway around the base of that range commonly called the Cobequid Mountains.

From the Bay of Verte in the direction of the southern shore of the Straits of Northumberland, to French River of Tatamagouche, in the County of Colchester, the line is uniformly level, from thence to west branch of River John, in the County of Pictou, skirting the base of the Earltown Mountains, there is a gradient of one in three hundred and fifty or fifteen feet in the mile; thence to the summit level along said River, there is a gradient of one in two hundred and forty or twenty-two feet to the mile; thence along the east side of Salmon River, passing Truro to the southward about one half mile, at a gradient of about one in four hundred and twenty-five, or about twelve feet in the mile, and joining Major Robinson's line five miles to the southward of Truro.

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