

front of it, but extending to a greater length. In addition to the above named stations, there is now preparing for the town of Pictou, on the opposite side of the harbor, a building which will be 80 x 30 feet, and adapted for offices, passengers, and freight.

The water service of the Railway will be, when completed, a very efficient one. It will consist of a gravitation supply at the Fisher's Grant terminus, at Glergary, at Lonsburgs, and at Riversdale. The water at those stations will be conveyed from springs or streams, at a suitable elevation, in cast iron pipes imported for the purpose; and although the first cost of this system is greater, it will save the expenses of pumping in the future. At New Glasgow, where no gravitation supply is available, the water is raised by steam-power. The tank-houses are of wood, and I observed that you had taken particular precautions to secure the water from freezing. The sides of the tank-houses consisting of three thicknesses of boards, and a lining of felt interposed between. The windows and doors are made double, as an additional protection.

I was very greatly pleased with the terminal accommodation provided at Fisher's Grant. The natural position of the ground is admirably adapted for the purpose to which you have applied it.

I observed that although your contract allowed you to terminate the line at the "Ferry wharf at Fisher's Grant," you have carried it about a mile farther on towards the outlet to the Gulf, and that you are constructing a line of track along the bank of the Pictou Basin for an additional three-quarters of a mile beyond the new railway wharf; making in all an extension of one and three-quarter miles beyond the Ferry wharf.

I understand that your object in constructing this extension towards Moodie's Point, is to afford the means at a future day of building a series of branch tracks curving off from it to loading or discharging wharves in the Basin. The situation of this extension track relatively to the channel of the Basin is extremely favorable for this purpose, and will admit of an almost unlimited expansion of the shipment of coal in future years.

The wharf you have constructed as the terminus of the main track is situated on the line of the channel, in a depth of 20 feet at low water, at a distance of about 1000 feet from the shore. It is approached by a solid earth embankment, protected on both sides by rip-rap facing, and when perfectly consolidated it will form a durable trackway, much superior to any approach you could have