

Grant's; thence following up the valley of the Nine Mile River to its source near the lake which forms Withrow's Mill Pond, near L; thence by the mill stream (Glen Brook) to the back road, so called; thence along the north side of Mehan's hill into a broad and open valley to B on the River Hebert, seven miles from Chambers', near A.

This line is marked No. 3, and is designated by a green line.

The distances respectively from Halifax to Windsor by these routes will be as follows:

No. 1.—By Sackville and Meander Rivers, per Mr. W's. survey, 50 miles.

No. 2.—By the valley of the River Hebert, 59 miles.

No. 3.—By Horn's Settlement and the Nine Mile River, 67 miles.

The distances to make of Railroad between the Trunk Line and Windsor will be about,

No. 1.—By Wightman's Line, 38 miles.

No. 2.—By line from F by River Hebert, 36 miles.

No. 3.—By Horn's and Nine Mile River, 37 miles.

The summit levels on these three lines appear to be as follows, viz:

No. 1.—Near Cockscomb Lake, 464 feet above the Sea.

No. 2.—At E by the Valley of River Hebert, or 120 feet lower than No. 1, 344 feet ditto.

No. 3.—At L about $\frac{1}{2}$ mile eastwardly of Withrow's Mills, 500 feet ditto.

Assuming the heights at E and L to be correct, as taken from Mr. Wightman's barometrical readings in connection with the Windsor Railroad Survey, and the heights at the Grand Lake and Horn's, to be also correct by the Canal Surveys, and which there is no means of proving except by a very extended Survey, which time will not at present admit of, the annexed results will follow:

From T at Horn's, on the Shubenacadie, to the summit at U, a distance of 3 miles, the rise is 96 feet, or 32 feet per mile; from thence to Sandy Point at the crossing of the Nine Mile River, near John Grant's, is $2\frac{3}{4}$ miles, with a descent of 35 feet, or 15 feet per mile; from thence to within a short distance of the Beaver Bank Road is 7 miles, with an average rise of 37 feet per mile, and then to the summit near L, will be 3 miles, at about 60 feet per mile, with a cut of 15 to 20 feet for no great distance to Withrow's Mill Pond. From this point the line descends the Mill Stream (Glen Brook) for 2 miles to the bridge at Carter's on the back road; thence skirting the north side of Mehan's Hill to near Mrs. Knowles' Farm, at which point it enters a broad and open valley, running to K, near Tanner's, a distance in all of six miles, with a fall of 300 feet, or an average of 50 feet per mile. From thence to B on the River Hebert, and along said River to A (near Chambers's) a distance of 10 miles, the grades need not exceed 20 to 30 feet per mile, and would probably be rather under this.

The advantages to be derived from the adoption of this line will be, that of passing for the whole distance through a country capable of cultivation, a large proportion on the Nine Mile River being alluvial soil, and in a progressive state of improvement.

From the most careful inquiry it has been ascertained that there are at present over 600 families residing within 5 miles on each side of the proposed Line between Chambers', in Newport, and the Horn Settlement, on Shubenacadie River.

This line passes through the middle of Newport, Rawdon, and the Nine Mile River Settlement, and will open up to the line a large tract of excellent land, now being settled towards the valley of the Shubenacadie River, and without the limits above named.

A line of five miles in width on each side of the proposed line will give 198,400 acres of land, and deducting therefrom one-fifth for barren, unfit for culture, we have 158,720 acres of land suited for agricultural purposes, and allowing fifty acres for the support of a family, this tract of land is capable of taking 3,174 families, assuming that