

dent of this Company, under whose personal direction and supervision the Survey was made, and who, though not an engineer, is believed to be an experienced railway man, has characterized "the representations of the Engineer as ridiculous," and remarks that \$20,000 a mile would build and stock the line. This system of "guessing" may do for an Exploratory Survey, but is scarcely commensurate with the cost of an Instrumental one. The President above referred to, who represents the original Company, and who made the Survey, has been "ruled out," and the new Corporation has located and broken ground over about 15 miles, but has made no further surveys. It, however, secured on conditions, the \$100,000 County Bonus for a line from Port Hastings to Broad Cove and possibly Cheticamp.

Tapping the island business at the expense of the Government railway.

40. In fact the whole project seems to be in a very incomplete and uncertain state, and those who advocate its construction are chiefly politicians having little knowledge of the difficulties and cost of railway construction. With this Line built, none of the traffic of Northern Cape Breton will pass over the line of the Cape Breton Railway, except what must go to the East, in spite of having to "foot" it for 27 miles. It scarcely justifies the great expenditure incurred for this magnificent railway, if the bulk of the business of the Island, to open up which alone it was built, is to be filched away from it in this manner.

I am, Sir,

Yours faithfully,

P. K. HYNDMAN,

Engineer.

Orangedale to Broad Cove and Cheticamp Railway Survey.