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upon the propositions made at the Conference at Toronto, will be submitted to both Houses, with every prospect of a favorable result.

His Excellency commands me to express his regret that the character of the Memorandum to which reference is made in the Minute of Council, which accompanied your Letter of the 22d September, should have been misconceived.

I have, &c.

[Signed]

JOSEPH HOWE.

The Honorable J. R. PARTELOW, Fredericton.

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#### APPENDIX No. 8.

*Provincial Secretary's Office, Halifax, May 7, 1851.*

SIR—

I am commanded by the Lieutenant-Governor to request that you will, with as little delay as possible, report to me for His Excellency's information, your opinion of the most suitable point of intersection for Railroads intended to connect the Eastern and Western Counties with the Capital of the Province.

I have, &c.

[Signed]

JOSEPH HOWE.

WILLIAM FAULKNER, Esq. &c. &c. &c.

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*Lower Steviacke, June 2, 1851.*

SIR—

In obedience to His Excellency the Lieutenant-Governor's commands, contained in your Letter of 7th ult., requesting me to report on the most suitable point of intersection for Railroads intended to connect the Eastern and Western Counties with the Capital of the Province, I beg leave to submit for the information of His Excellency, the following Report, accompanied by a Plan :—

The limited period of time allotted for this service, and my previous engagements with Government, precluded the possibility of a more than hasty run over the extended surface of Country necessary to form an accurate judgment on this important matter.

It appears, however, that *three points* of intersection present themselves, any one of which might be adopted without great sacrifice of time in travelling.

1st.—The line as surveyed by Mr. Wightman in 1849, direct from Halifax to Windsor, and fully described in that gentleman's Report. The point of intersection with the Great Trunk Line as laid down by Capt. Henderson, R. E., is near Fultz's Inn, or about 12 miles from Halifax and 38 miles from Windsor.

2nd.—The point F on the Plan, and westwardly of the Grand Lake, about 23 miles from Halifax, and say 36 miles from Windsor, is the next intersection. The line from F towards Windsor will pass over a broken rocky barren for 6 miles to E, at the head waters of the River Hebert, thence following the valley of this River until it intersects the Halifax and Windsor Line at A, near Chambers's, Newport. From E to about a mile below Barron's mills, the country is rocky and barren, and the course of the valley of the River is circuitous, and the banks in places high and steep, composed of rock and clay, and will probably be very expensive. From the latter point the valley is more open. This line is marked No. 2 on the plan.

3rd.—The next point of departure from the trunk line as laid down is at the Horn Settlement, on the Shubenacadie River, and about two miles from the outlet of the Grand Lake by this River, and is marked T. This point is distant thirty miles from Halifax, and about thirty-seven miles from Windsor. The line from T will pass through a broad valley for three miles to the summit level at U. From the summit at U, three miles will carry to the crossing the Nine Mile River at Sandy Point, near John

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