

and 27 miles from Black River to Orangedale, the total mileage will be about 124 miles. *To accomplish practically as much, the "Orangedale" line will only involve the construction of 71 miles, a difference of 53 miles, which would be a saving, at \$20,000 a mile, of more than one million dollars.* Adding 29 miles, being the distance from Orangedale to Point Tupper, by the Cape Breton Railway the comparative distances will be, approximately :—

From.	To.	By Coast Line.	By Orangedale Line.
Point Tupper.	B'd Cove Mines.	57 to 60.	63
"	Cheticamp.	94 to 100.	93

Without the "Whycocomagh Branch," which might be extended to Orangedale, seven or eight miles farther, that station could not be reached by railway from Black River, under 80 miles, as against 27 direct, or a round of 53 miles. It is clear, therefore, that in this event there will be no traffic from the North, destined for the East, over the Cape Breton Railway, except what may be conveyed by horse power to Orangedale.

38. It is assumed that the Inverness & Richmond Railway Co. will build this Branch. The Company has not surveyed it yet; there is no provision for it in the Municipal Resolution granting the Bonus, and as there is about 100 miles of "main line" of a more expensive character to build, the prospects for the "branch" are not very good. Should it be built—and it is clearly wanted first—it would be found to fully accommodate the country as far as it may be built to the North—Broad Cove and beyond—and the Coast line would be found of very little use. The necessity of communication with the East cannot be disputed. It has been the burden of the cry of the people for years. It is the subject lately of more than one editorial in the principal paper in Cape Breton, proving it. It is the lately expressed opinion of a gentleman occupying an important position in that part of Cape Breton, that the Island could not compete in the Halifax market, with agricultural produce, against Western Nova Scotia. For its surplus produce, the eastern part of the Island and Newfoundland will be its principal markets. The "Orangedale" line, however, gives an outlet each way—to the West as good as the "Coast" line.

The importance of the "Orangedale" line as an outlet to the east as well as the west.

39. It would appear a reasonable conclusion to arrive at, that to begin the construction of a railway of about 100 miles in length, with so many difficulties ahead, and so many important points undecided, is imprudent, not to say reckless. A round sum per mile, viz. \$40,000 was given as the estimate, "without information as to the data upon which such estimate has been formed." The figure has been considered "incredible." It has since been put down at \$20,000, without any data also, whilst "another estimate, different from the other two, was provided for the Inverness & Richmond Railway Co." The Presi-

The uncertain condition of the coast line project under the operation of two companies.