

partly by storms making a breach through the low isthmus connecting Port Hood Island with the mainland, and partly by fishermen hauling their boats through it. Subsequent neglect has made its repair almost an impossibility from the probable great cost. Still, in fine weather, steamers and other vessels call there during the season of navigation.

Port Hood to
Lake Ainslie.

12. It has been proposed, instead of crossing into the valley of the South-west Mabou River, to continue the Line along the shore to the mouth of Mabou Harbour, crossing it there, and turning inland, for a mile or two, to follow the valley of the North-east Mabou river to its head, passing by Black Glen, into the valley of Black River, there rejoining the Survey Line. This proposal indicates that unfavourable ground has been met with on the line, after leaving Port Hood. This is due principally, to the great differences in height of the ridges and valleys which have to be crossed. No survey of this proposed alternative line has been made, and, therefore, no conclusion can be come to as to its practicability. It would approach nearer to the Coal Mine at Cape Mabou.

Lake Ainslie via
Broad Cove
Marsh to S. W.
Margaree.

13. At the mouth of Black River, about 51 miles from Port Hawkesbury, the line reached Lake Ainslie. It is from this point that the "branch" line to Whycomagh is to start. The Line was continued northerly to the end of the Lake, and then passed down into the valley of Big River, as before stated. This portion is common to both Surveys; to this one, and that for the Orangedale Line to be described farther on. It is from where the line leaves the valley of Big River to South-west Margaree that the greatest difficulty in the Route occurs. The distance by road is about 12 miles. About half way to Broad Cove Marsh the face of the mountain has to be followed. This is intersected by deep valleys and gorges, stretching far inland, necessitating a circuitous alignment and heavy earthworks. From Broad Cove Marsh to South-west Margaree, the line would be more direct, and probably lighter in character, but the gradients would be undulating and steep, and the summit would have to be crossed at a considerable elevation above the Sea. It will probably require more surveys before it can be decided whether a practicable line can be obtained along this Route or not. The remainder of the country from South-west Margaree to Margaree Harbour and Cheticamp will be described farther on.

"TERMINAL CITY" PROJECT.

Character and
aims of the en-
terprise.

14. In connection with Cariboo Cove as a winter harbour, it is necessary, in this report, to allude to an enterprise started by some American capitalists a short time ago. Their association is known as the "Terminal City" Co. or some such name, and their intention is to establish two harbours, one on each side of the Straits of Canso, at its southern extremity, these being supposed to be always free from ice.