

have grades of 36 feet per mile for thirteen miles, to ascend to the summit at Withrow's mills. The other routes only have grades of 30 to 35 feet, for six or seven miles. It must be remembered that I could not examine every route. Any of these routes are to be preferred to the line from the head of the Basin to Windsor, as surveyed by Mr. Wightman. They would have grades superior, cost less per mile, in a more fertile part of the Province. The stream which flows from Wm. Withrow's Mill Pond is one of the best water powers I have seen in this Country—the fall being about 350 feet in five miles, and equal to 500 horse power. Owing to the shape of the Rawdon hills, the streams which flow from them are subject to heavy and rapid freshets, which must be guarded against in all Railway operations.

Now to sum up the advantages of the route proposed—we have a better and more fertile soil, more population, a better position as regards the Railway wants of the whole country, more traffic, descending grades in a mineral producing part of the country,—expected to cost less per mile than any other route, greater speed, and many other minor benefits too numerous to mention. Now the only objection that can be named by those not seeing the matter in its true light is, that the distance to Windsor is about fifteen miles longer than by the proposed line. Many facts are wanted, but enough has been gathered to enable a correct and decided opinion to be given that this Railway west to Windsor and Annapolis must join the main trunk east to Amherst in the valley of the Shubenacadie River, at a point distant 25 miles from Halifax, in preference to a junction near the head of Bedford Basin.

I have, the honor to be,

Your obedient Servant,

CHARLES W. FAIRBANKS,

*Civil Engineer.*

The Hon. JOSEPH HOWE, Provincial Secretary.