## Mr. Wightman's General Report.

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SIR-

Having been appointed to explore the country in order to ascertain the most practicable route for a Railroad from Halifax to Windsor, and to make a preliminary survey thereof, I beg leave to lay before you, for the information of His Excellency the Licutenant Governor, the following Report :

The general formation of the country between Halifax and Windsor is too well known to require a very minute description. It is composed of a range of ground from seven to eight hundred feet in height opposite Windsor, and falling off gradually eastwardly to the Shu-benacadic Lakes.

The first object was to examine the country with reference to finding the lowest pass through the highlands, and the most favorable position for the road. The result of this examination was to determine on the vallies further, the valley of the Meander is twenty to of the Sackville and Meander Rivers for the line of the Road.

This pass is lower by eighty feet than any pass westwardly of it, while it admits of a much greater distance in the descent to the tide water of the Bay of Fundy, and consequently of a much less perpendicular descent per mile.

Besides this, on the southern side of the highlands, the valley of the Sackville River, which commences in the same depression as the head of the Meander, affords a direct opening to Bedford Basin ; whereas the openings of the country, from the western pass, lead either through Lake Pigot to the Meander, or to Margaret's Bay :- the ground in the direction of Halifax being occupied with barren and rocky ridges running across the ble that a line might be carried along the sides course required for the line.

Another reason for the preference given to this line is, that by crossing the main road leading from Newport, Rawdon and Douglas towards Halifax, it will attract more of the business of these Townships, both in freight and passengers, than if it went direct from Windsor; besides the land on the direct route is too barren to afford any compensation for the loss of this business. And lastly, the valley of the Meander abounds in Plaister and Lime mile and a quarter, the valley is open, and the Stone, the freight of which will, in all probability, afford considerable revenue to the Road.

Eastwardly of the Meander, the next practicable opening is the valley of the River Hebert. This valley forms a passage through the highlands, about one hundred and twenty feet lower than the pass by the Meander, but very circuitous, and runs into difficult is and broken ground between the head of the River Hebert and Sackville. Indeed the natural opening of the country by this route joins the proposed Quebec line at some heavy embankments in coves of the lake. the head of the Shutenacadie Grand Lake.

Taking the vallies of the Meander and the alignment, is impracticable. Sackville Rivers as the proper route, and com-

mencing at Windsor, the line will run nearly on the track of the present road to the bend at foot of "Prospect Hill," where it continues directly through the ridge at Mr. Jenkins' to the shore of the River St. Croix, which it follows to Tonge's Ferry, about 31 miles from Windsor.

Thence it continues directly onwards, over the "Winkworth" Marsh, crosses the St. Croix, passes a lew rods to the Southward of the mansion of James Allison, Esq. at Mantua, crosses the Hebert at the edge of the highland, and passing across the marshes of Messrs. Chambers at Newport, enters the veiley of the Meander about half a mile easterly of the house of Mr. John Chambers. In all this distance (6 miles) it may be carried on a dead level.

From this place to Parker's Mills, six miles forty rods broad, and bounded by abrupt hills. The line can be carried on ascents of 15 to 37 feet per mile, except abont half a mile immediately below the mills, where it will be necessary to increase the grade to 58 feet per mile, for the purpose of getting above the mill dam.

From Parker's Mills to Canovan's Point, 43 miles, the valley assumes the character of a deep mountain ravine, and will require careful management and some rather heavy work. The grades vary from 45 to 60 feet per milethe latter being a mile and three quarters in length, at the head of the deep valley. This is the steepest ascent on the northern side of the Ardois, and will govern the weight of the loads passing towards Halifax. It is desirable that this grade be reduced, and it is possiof the hills on the western side of the valley, so as to make a uniform grade over the whole section, and the practicability of such a grade should be tested before locating the line. It would probably, however, add more to the expense than the benefit would repay. The equalized grade would be about 50 feet per mile, and the addition of useful power about ten per cent.

From Canovan's Point to Dymock's Mill, one grades averaging about 28 feet per mile. Dymock's Mill is virtually on the top of the Mountain, the rise thence to the highest ground being too trifling to require particular notice ; above this place also the appearance of a valley is no longer seen, and the stream, now an insignificant brook, flows between banks but a few feet higher than its bed.

From Dymock's Mill it is one mile and three quarters to Cockscomb Lake, a sheet of water one mile and three quarters in length. The line follows its western side, and will require

The eastern side, besides being out of the

From Cockscomb Lake to the summit of