

The practicability of constructing a line of Railway from Sydney to the New Brunswick frontier is the next point for consideration.

It must be admitted at the outset, that the distance is one hundred miles longer than from Halifax, and sixty miles longer than from Whitehaven to the same place, and that a Railway by this route will probably cost £400,000 more than the shortest of the two other proposed lines. Although this involves additional expense, *it obtains the longest land route possible, combined with the shortest sea voyage, and since so important an object as shortening the communication between the continents of Europe and America, at least twenty-four hours, for all time to come, is secured—(THE SOLE OBJECT FOR WHICH THIS GREAT WORK IS TO BE UNDERTAKEN)—surely when such weighty interests are concerned, the cost is not worth a consideration.*

No Railway survey has yet been made in the Island of Capé Breton; but the concurrent testimony of Travellers, Land Surveyors, and others who know the Country well, is conclusive that a most favourable line can be obtained. Commencing at Sydney, thence up to, and along the Valley of the River Mire, to Grand River Lake, thence through Saint Peters to the Gut of Canseau;—the distance is seventy Miles. At Canseau the Gut may be crossed by a Steam Ferry Boat or Floating Railway in a few minutes;\* the distance across from Ship Harbour to Mac Nair's Cove is only 1 1-2 mile. Hence the Railway will proceed up a deep Valley behind Cape Porcupine, through the richest and most populous part of eastern Nova Scotia to the New Brunswick line—in its course passing through, or very near to the Towns and Settlements of Pomquet, Tracadie, Antigonishe, Merigomishe, New

\* There can be no delay or inconvenience from a Ferry of this sort. In the United States and Great Britain there are many such. Dr. Lardner in noticing a Ferry over the Susquehanna, on the line of Railway from Philadelphia to Baltimore remarks:—"The management of these Steam Ferries is deserving of notice—it is generally so arranged that the time of crossing them corresponds with a meal of the Passengers. A platform is constructed level with the line of Rails, and carried to the water's edge. Upon this platform rails are laid, on which the waggons, which bear the passengers luggage, and other matters of light and rapid transport are rolled directly upon the upper deck of the Ferry Boat, the passengers meanwhile passing under a covered way to the lower deck. The whole operation is accomplished in five minutes. While the boat is crossing the spacious river, the passengers are supplied with their breakfast, dinner, lunch, or supper, as the case may be. On arriving at the opposite bank, the upper deck comes in contact with a like platform, bearing a Railway on which the luggage waggons are rolled, the passengers ascend by a covered way, and resuming their places in the Railway carriages, the train proceeds"—vide Lardner's Railway Economy p 293.