

three miles, from which it may be possible to build a branch to the Mine. The Broad Cove Coal Field, by far the most important of the four Areas, was passed by on the Survey at a distance of one and one-fourth miles, and at an elevation of 200 feet above the Sea, close by which they are situated. No attempt was made to reach them, either by a practicable approach or otherwise. The Survey terminated at the north side of Margaree Harbour. To reach Chimney Corner Coal Mine, the harbour would have to be crossed at its mouth, and a line carried along the Sea-shore in a southerly direction for a distance of about five and a half miles. How practicable or costly this may be, is not known. It would appear, therefore, that to reach three out of the four Coal Areas, "run along through 40 miles" by this Survey Line, it will require three branches of the respective lengths of 7 or 3, 3, and 5½ miles, for which no surveys have been made, to ascertain if it is practicable to reach each coal field, *which was the ostensible object of the Survey.*

Engineering requirements on coast line.

28. As regards the engineering difficulties on the line surveyed:— Between Port Hawkesbury and Port Hastings, four miles, two trestle bridges are required, estimated at 1,000 feet and 800 feet respectively. Between Port Hastings and Port Hood, 30 miles, much protection from the sea, and a bridge of 100 feet span across Judique river. Between Port Hood and Lake Ainslie, 17 miles, two bridges of 100 feet and 150 feet respectively. The country here appears so unfavourable, that an alternative line, which will probably be from two to three miles longer, has been proposed, though not surveyed. Beyond Lake Ainslie, via Broad Cove Marsh, over a length of at least 12 miles, the work and gradients are likely to be very heavy.

Position of the coast line.

29. With respect to the position it will occupy, relatively to the country which it is designed to serve, it runs for 35 and perhaps 40 miles, along the Gulf coast, with far more than half the distance, the range of the Craignish Hills, rising immediately above it to a height of 700 or 800 feet above the sea and separating it from the best part of the south of the county. From Port Hood or Mabou to Lake Ainslie, though for the most part through a good agricultural country, the Line is too far west to be centrally situated, and it therefore leaves the East unprovided with railway facilities. From Lake Ainslie, via Broad Cove marsh, to South-west Margaree, it will not be in as central a position as a line following the river from the outlet of the lake. Beyond this point, the nature and requirements of the country, and the object of reaching Cheticamp, leave no room for further alternative proposals.

Object and light character of work on the "Orangedale" line.

30. The line from Orangedale to Broad Cove presents no difficulties of any kind in an engineering way, except, perhaps, some rock and side-hill work in the last two miles of the approach to the mines. It is designed to go to these mines; the survey was directed to that end;