

Plans, and preparing his summer's work for the review of such other Engineer as he was informed would probably be employed for that purpose.

The selection of such a person required care and discrimination. It was indispensable that an Engineer, not only competent to report upon the line, but able, from experience in the construction and working of Railways, to check the estimates, and determine accurately the cost of the work, should be engaged. An American Engineer, whose experience was derived from the alignment and formation of Railways through countries like our own, was for many reasons to be preferred. Having obtained an introduction to John B. Jervis, Esq. the Chief Engineer of the Hudson River Railway, a gentleman of the highest standing in his profession, I explained to him what was required, and asked his aid in making the selection. For the promptitude and discrimination with which that gentleman responded to the requisition thus made upon him by an entire stranger, I am bound to feel truly grateful. The gentleman I was advised to select was E. J. Chesbrough, Esquire, of whom Mr. Jervis, in reporting on his qualifications, was pleased to say that he was not only a person of experience, but "worthy of all confidence." I have appended to this Report (B) a letter from Mr. Chesbrough, written at my request, and several extracts from Public documents, by which it will appear that from 1828 to the present time, that gentleman has been variously and almost constantly employed, under or in connection with the most experienced Engineers of the United States, in the survey or execution of some of the most important public works of that country.

Mr. Chesbrough arrived here on the 13th January, and proceeded at once, with Mr. Wightman, to traverse and inspect the line. On the 25th of January he reported generally, and, as his engagements in the States were pressing, and as it was very desirable, before Mr. Wightman's report was finally made up, that that gentleman should carefully inspect the lines of Railroad running through Massachusetts, Mr. Chesbrough recommended that he should proceed with his plans and estimates to his office in Boston.

Though some increase of expense would be incurred by adopting this suggestion, the advantages to be derived from it were obvious, and Mr. Wightman was instructed to proceed to Boston in the steamer of the 9th of February. He returned on the 23d of February, and on the 10th March handed me the general report and plan marked C. which I have now the honor to submit for your Excellency's inspection.

Mr. Chesbrough's Report marked D. is also submitted. Though dated earlier than the general report, it is based upon the working plans and estimates laid before him by Mr. Wightman, and carefully reviewed.

These documents, will, it is confidently anticipated, interest your Excellency, and convey to the Legislature and to the Province at large, the most encouraging and gratifying information.

The results, as exhibited in these Reports, may be thus summed up. A Railroad can be made between Halifax and Windsor, with practicable grades and curvatures, suited to the speedy conveyance of passengers and freight for £330,000, allowing for a rise in the price of labour.—for £300,000, should prices not rise above the ordinary rates of the country.

Mr. Chesbrough states that a gross annual income of £30,000, or about £82 per day throughout the year, will cover working expenses, and pay five per cent on the capital expended. Mr. Wightman estimates the probable income, almost immediately on the completion of the work, at £31,865.

Should the work be undertaken by a private Company, and these calculations be accurate, the enterprise would not only be free from risk, but immediately remunerative. But, should the Legislature step in, and, mindful of the rights of the public over this great Highway through our country, determine to construe it, by an issue of scrip redeemable in twenty years, not only may the interest upon the capital be reduced to 3½ or 4 per cent, but the profits which cannot fail to accrue from the rapid increase of travel, and growth of population, which Railroads everywhere induce, may be steadily applied to the extension of this fine chain of communication, carrying it link by link through Falmouth, Horton, Cornwallis, Aylesford, Wilmot and Granville, until the whole of that fertile valley, encircled by the North Mountain, and rapidly filling up with population and industry, becomes a suburb of the capital, and until the commercial emporium of the Sister Province of New Brunswick is brought into such close connexion with Halifax, that passengers can go thither and return in a single day.

An account of the Expenditure incurred under this Commission, marked E. is annexed, and although the sum placed at the disposal of your Excellency has been exceeded by a moderate amount, I trust that the discretion exercised in this respect will not be disapproved, and that the information collected throughout the year, and now condensed into a moderate compass, accessible to, and easily comprehended by, all who take an interest in the subject, will be regarded, by your Excellency and by the Legislature, as worth the outlay it has cost.

I have the honor to be,
Your Excellency's obedient
Humble servant,
JOSEPH HOWE.

His Excellency SIR JOHN HARVEY,
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