

This location avoids the floating Bogs marked on the canal plan, and where soft, marshy places exist good sound foundations have been proved at about six feet six inches from the surface.

As to the foundations at the mouths of the Missiquash and La Planche it consists of a bed of clay, hard-pan, and gravel, covered with loose stone and stumps of underground forest. This bed varies from about 10 feet in depth at half tide to 4 feet at low water, the whole resting upon rock. The extent of beach covered with boulders, etc., is about one-half mile ($\frac{1}{2}$) in length by one-third ($\frac{1}{3}$) mile in breadth from low water channel towards shore. A good foundation, therefore, may be relied upon for the hydraulic lift.

From actual measurement, this line is, from water to water, 89,000 feet, or $16\frac{8\frac{1}{2}}{100}$ miles long. With the length of pier at Tidnish added, it may be called 18 miles.

In consequence of the difference in the high tide levels between Bay of Fundy and Baie Verte—the latter being 17 feet lower than the former for ordinary extreme high water and 23 feet lower than the Saxby tide—it will be necessary to have a descending gradient towards the Gulf of St. Lawrence sufficient to insure good drainage and make up this difference of level.

I do not hesitate to recommend the adoption of this line.

It will be easier to work and maintain; it requires no complicated ship carriage; there exists no such heavy summit cutting; it can be more quickly constructed than the other line. It will, therefore, be more presentable to capitalists, who would be more likely to embark in such enterprise than in a line not perfectly straight or so nearly level.

I am justified, for the above reasons, in believing that a lesser sum would be required from the Government for the support of this line than would be necessary for the first line named.

A subsidy of one hundred and fifty thousand dollars per annum for twenty-five years is all that is now asked by the company from the Government; the company will take all risk, and no payment will be required until the object is accomplished and it can be proved to the satisfaction of the Government that the said Marine Railway will serve all the purposes for which the Baie Verte Canal was proposed. The annual cost to the Government will be about one-fourth that of the proposed canal, taking into account interest and maintenance. It can be more speedily constructed. It will be more expeditious in transit. It will be open earlier in spring and fall when the canal would be encumbered with ice, and before navigation is open through the Gut of Canso. The lifts can be utilized as graving docks. The docks can be used as shipping ports at either end independently of the marine railway.

For the Cape Railway, as a necessary auxiliary in the construction and operating of the Marine Transport Railway and running alongside of the latter for a portion of its length, as represented on the plan, a subsidy of four per cent. upon its cost, as estimated by Mr. Schrieber, Chief Engineer of Government Railways, for a like period, would be necessary. This railway might be commenced early in the coming summer, should the Company receive such assurances from the Government as would justify them in getting out timber and sleepers and commencing other preparatory work during this winter.