

This line will be about fourteen miles longer than that of Major Robinson's over the Cobequid Mountains by the Folly Pass.

Adopting the line thus described, a branch of about twenty five miles, would connect the Albion Mines with the trunk line, and the town of Pictou will be within twenty miles of it.

The line I have described is the red line on the accompanying Map.

The dotted line marked on the Map would pass within three miles of the Mines, and over a lower elevation (between the Middle River of Pictou and the Stewiacke River) than the summit level between River John and Salmon River, but will increase the distance or length of the Railroad about fifteen miles additional. The land on the whole course of both the lines I have marked on the plan or Map, is fit for cultivation, not rocky, and easily worked, and the curves may be made easy, invariably not less than three quarter miles radias.

I would observe that to encounter a gradient of from sixty to seventy feet in the mile, requires the power of three Engines to do the same work that one would overcome, on the highest gradient, on the lines I have pointed out. It will therefore be a question whether the expense of the additional power always required to overcome Major Robinson's gradient, make it preferable at once to incur the additional expense of constructing the fourteen miles of road I have referred to, particularly when it is considered how much more cheaply the road can be cut on the line proposed by me than at the Folly Pass.

There is a Railroad from South Pictou to the Albion Mines, and if the Trunk Line be connected with a branch of the Mines, it would not only be a great benefit to Pictou, but would add very materially to the profit of the road, as Coals in immense quantities would pass over it to Halifax for shipment during the winter, when the navigation of the Gulf is closed, and would afford most advantageous employment to the Railroad. I submit this as a very cogent reason, in addition to the other advantages, for the preference of the line above recommended.

I have the honor to remain,

Your Obedient Servant,

PETER CRERAR.

Hon. Joseph Howe, &c. &c. &c.

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*Provincial Secretary's Office, Halifax, 29th April, 1851.*

SIR—

Having understood from you that you entertain the opinion that the point of intersection for Railroads intended to connect the eastern and western Counties with the capital of this Province, lies somewhere in the vale of the Shubenacadie, I have it in command from the Lieutenant Governor to request that you will report, with as little delay as possible, for His Excellency's information, the grounds of that opinion.

I have, &c.

[Signed]

JOSEPH HOWE.

CHARLES W. FAIRBANKS, Esq.