

Alternative line
crossing the Nar-
rows of Lake
Ainslie.

21. With reference to a possible extension to the north, and also, as an alternative line towards the mines, a line of soundings was taken across the Narrows of the Lake opposite $24\frac{1}{2}$ miles. The Survey was made continuous and the east side of the Lake was followed, and the Line joined again with the one by the west side of the Lake at $29\frac{1}{2}$ miles. Two sandy points run out a little way from the line of the shore on each side. They are not quite opposite each other. The width across from point to point is about $\frac{5}{8}$ of a mile. The bottom gradually slopes down from each side to a depth of 14 or 15 feet. The deepest part is about 1,000 feet or less from east shore. The bottom is hard. There would be a saving in length to the Mines by this line of probably half a mile. The saving in distance to the north would be about $4\frac{1}{2}$ miles, as compared with a line by Broad Cove Marsh.

EXTENSION TO CHETICAMP.

Exploration—
Cheticamp to S.
W. Margaree.

22. In company with yourself I examined the country from Cheticamp to the Broad Cove Mines, and also to the Outlet of Lake Ainslie, and along its north shore to Loch Ban. The distance from Cheticamp to Margaree Harbour is about 14 miles. A fine strip of country, about $1\frac{1}{2}$ miles in width, lies between the foot of the range of hills (which are here from 1,200 to 1,300 feet above sea level) and the shore. The construction of this portion would not be expensive. From Margaree Harbour to Margaree Forks, a distance of about 8 miles, the line might be taken on either side of the river. The construction over this would be a little more expensive, chiefly from bridging the side streams and some side-hill work. If taken up the left, or west, bank a bridge would be required at the mouth of the river where the village of Margaree Harbour is. This would be necessary if a line is to be taken to Chimney Corner. At the Forks, according as one side or other of the main river is taken, either the South-west or the North-east branch will require to be crossed. From Margaree Forks to South-west Margaree, a distance of about five miles, there would be no difficulty of any kind, and the construction would probably be light.

S. W. Margaree
to Lake Ainslie.
Two alternative
routes.

23. It has been stated that between Broad Cove Mines and South-west Margaree, via Broad Cove Marsh, a distance of about 12 miles by the Post Road, the country was a difficult one for a railway line. In view of this I proposed an alternative line by the Outlet, if possible to cross the Lake at the Narrows. The result of my examination of these two routes leads me to the opinion that the "Marsh" route would prove very expensive and entail heavy gradients, as well as wide detours round the valleys and ridges. By the "Outlet" the four miles between that point and the Lake present no difficulty. To follow the river down, may involve one or two crossings of that stream, as it winds about from one side to the other of a wide meadow, and the banks, in places, are