

a man of his sagacity and foresight should have so long overlooked.

One great purpose of the Intercolonial Railway ever prominently held up to public view has been "the facility it would afford to Canada and the great interior of the Dominion of ready access to the *Atlantic seaboard* at all times and seasons."

A reference to a map of the *border country* of New Brunswick and Nova Scotia will show that the line of railway is here in a great measure determined by the *physical geography* of the district. Coming out of Canada, on the *shortest line* tending towards the Atlantic, the first points of navigation we reach are the *head waters of the Bay of Fundy* at and near the Bend of the Petitcodiac. Steamers and vessels of large tonnage ascend with the tide of this river to Moncton, which is therefore the *nearest station* at which the traffic of the Intercolonial Railway can be exchanged to and from vessels and crafts navigating the Bay of Fundy. But, it may be objected, this place is high up a tidal river, and is, moreover, for several months closed in winter. There is, however, at a distance of only 30 or 35 miles lower down a safe and spacious harbour possessing so many advantages and capabilities as to deserve the official consideration of the intelligent Minister of Marine and Fisheries, not only in connection with the location of the Intercolonial Railway, but with reference to the *general interests* of the Confederate Provinces.

The Harbour of SHEPODY, at the mouth of the Petitcodiac and Shepody rivers, is formed and sheltered by a remarkable promontory called St. Mary's Point, and Grindstone Island, on the latter of which is a government lighthouse, built within a few years. The concurrent testimony of the oldest pilots and coasters proclaims this harbour as *the best and safest* in the Bay of Fundy; and it is, moreover, the only *low water harbour* and *port of refuge* above St. John. The admiralty chart shows a depth of five fathoms at the dead lowest tides; the anchorage is excellent over a very extensive area, and the harbour is very rarely, if ever, obstructed by ice. Instances have occurred where coasters from the bay have been nipped by frost in Boston and other harbours of the United States, and after having been cut out, have returned without interruption into Shepody; and it is a fact that freestone has been shipped from Mary's Point *in every month* of the year. We, therefore, unhesitatingly direct the attention of the Minister of Marine and the Government to Shepody as the *nearest*