

Wednesday, the Lady Head proceeded to Bic, where a landing was made in about 2½ hours. Bic, is very beautifully seated in a cluster of hills, of various heights and shapes, and is a spot of great picturesque beauty. Bic is the head-quarters of contract No. 5, which was awarded to Mr. Heycock, of Ottawa. He took the contract about the end of April, and has already made considerable arrangements for carrying on the work having now about 350 men at work grading the line at several points. There is not much bridge, or culvert work on this contract, but the large part of the grading is rock.

RIMOUSKI AND ITS SCENERY.

At dark the party again embarked, and on Thursday morning the Lady Head was at anchor in Rimouski Bay. Contract No. 5 ends here. The village is large and very prettily situated. Work is going on on both sides of the Rimouski river, which will be spanned by a bridge 300 feet in length. The from line Riviere du Loup to Rimouski is like a continuous village, very similar in its general characteristics, to that between Chaudiere and Riviere du Loup. The scenery in many places is exceedingly fine, and for tourists seeking a healthful relief from city life, no more delightful trip could be made than from Quebec down the river and gulf of the St. Lawrence.

RIMOUSKI TO METAPEDIA.

From Rimouski the line will run through a very level country for about 22 miles, to the river crossing, the Metapedia Road. The course of the line from the Metapedia has been a source of considerable labor to the engineers, who, after careful examination of the country, have found a moderately easy line, with favorable gradients throughout. The railway will cross the Metis about four miles from its mouth, and ascend by easy grades the high land between the St. Lawrence and the Restigouche. It then descends to the level of Lake Metapedia; then runs along the banks of the Metapedia river, which it crosses once instead of fourteen times as proposed originally by Major Robinson.

The scenery along the line through the valley of the Metapedia and Restigouche, and along the shores of the Bay Chaleurs, will be the finest of any railway on this continent; but I must defer speaking more particularly of this till my next letter.

TO LITTLE METIS AND GASPE.

On Thursday afternoon the Lady Head again got under way, and in less than 3 hours anchored again in the bay of Little Metis. Here a drive of about 5 miles, brought a well cultivated Scotch settlement, bounded by the Commissioners to the point where the line will nearly reach its highest level above the St. Lawrence. The view from here is magnificent, stretching far away in the west to the hills in the neighborhood of Trois Pistoles, and on the east along the bold shore towards Gaspé.

Embarking again at Sugarfall, the Lady Head steamed away for Gaspé. Here for the present I may pause in my account of the Intercolonial Railway.—*Toronto Telegraph.*

NOVA SCOTIA.

THE TRIP OF THE COMMISSIONERS—SOMETHING ABOUT THE COUNTRY.

ON BOARD THE "LADY HEAD," 4th Aug. 1869.—Before leaving Newcastle the Commissioners were entertained by the principal inhabitants of that place at a luncheon, in a large tent on the market square, at which a large and respectable assembly was present. Immediately after the close of the repast the party proceeded on board the steamer, which at once dropped down the river, about 12 o'clock. The next day the good ship came alongside the wharf, at Shediac. There a train was in readiness, which speedily brought the Commissioners to Monckton, one of the points proposed for a junction between the Intercolonial Railway and the existing European and North American line. Monckton appears to be a thriving place, and from the main line a short branch carries the railway to deep water wharves on the bay of Fundy, where vessels, of a large size, can land and receive cargoes from all parts of the world. Some time was spent in looking over the groups belonging to the railway, and the proposed point of junction. Monckton, from its central railway position, after the completion of the Intercolonial Railway, is not unlikely to be selected as a large depot for the repair and housing

of engines and other rolling stock. If this should be so, it will become a place of very considerable importance.

Leaving Monckton the train retraced its course for about 7 miles to Pan-sick junction, from which place the line known as the Eastern extension starts. This latter line is now in course of construction, for a length of about 37 miles, to the River Missisquash, the boundary between New Brunswick and Nova Scotia. This line was commenced shortly before Confederation was accomplished by the New Brunswick Government, and after a good deal of negotiation has been assumed as a part of the Intercolonial Railway at a cost to the Dominion of \$24,000 a mile, complete in every respect, but without rolling stock. It is already open for traffic to Dorchester about twenty miles, and will be completed to the boundary by the end of the present year. The Commissioner went over the line as far as Dorchester, and made a careful inspection of it. It appears to be a very substantial, well-constructed line—thoroughly ballasted—well fenced—and for smoothness of riding equal to any twenty miles of railway in any part of the Dominion.

The Commissioners and Mr. Fleming stopped at several of the most important structures, and after a careful examination of them were understood to be well satisfied with them in every respect. There appears to be no doubt that the country has got in this line a very good railway at a moderate cost. A good deal of controversy existed at one time as to the adoption of this line as part of the Intercolonial; but a careful inspection of the country through which it passes and the substantial character of the works, must have removed all doubts as to the propriety of the course which has been adopted.

The line runs through the valley of the Memramcook, a most beautiful and thoroughly well cultivated tract of country.

Along the whole line the country is in a very high state of cultivation, the farmers all being in a prosperous condition. The crops are excellent, especially hay, which is a most abundant crop everywhere in the vicinity of the Bay of Fundy. Part of the line runs through a great extent of what is called marshes, not what is usually understood by that name, but most fertile land, reclaimed from the Bay by dykes, and which before being reclaimed had received great deposits of the peculiar, but very rich sediment which is contained in the waters of the Bay, and which is left on the land when the tide recedes.

This reclaimed land is of extraordinary richness, yielding for many years in succession, very large crops indeed. If, after the lapse of many years the land gets deteriorated, an opening in the dykes will let in the waters of the bay—a couple of tides will cover the land with a rich deposit, which will make it at once resume its wonderful fertility. These marshes are very highly prized in New Brunswick and Nova Scotia—are of very great extent, the Bay of Fundy, through its numerous arms, stretching from Monckton to but a few miles from Halifax, a distance of upwards of 150 miles.

From Dorchester the party proceeded by carriages to Amherst, visiting on their way some of the principal points where the railway is in progress.

The river at Sackville is crossed by a substantial bridge, very nearly completed, about 350 feet in length.

The country all the way is well settled and cultivated, the line for a good many miles running through the rich marsh land.

Sackville is a place of considerable size, and where a large business is transacted.

The first portion of the line under contract in Nova Scotia commences about a mile east of Amherst, leaving between 3 and 4 miles to make in order to form a connection with the line nearly completed in New Brunswick. This was purposely left until the question of the adoption of the Eastern Extension line was settled. That being now disposed of, the small connecting link will be at once proceeded with, so that by 1st January, 1871, it is expected that the line will be completed and running all the way from St. John to Amherst.

Amherst is a very thriving town, and evidently a place of considerable trade. It is surrounded by a very fine, well settled country, in a very good state of cultivation.

Indeed, from Monckton to a considerable distance beyond Amherst, in all from 70 to 80 miles, is as good a country as one could wish to see.

The contract commencing near Amherst, is

being carried on by Elliott, Grant and Whitehead, under the care of the latter. It is about 26 miles long, and is being actively pushed on. There are about 300 men at work upon this contract, and already a considerable extent of grading has been done. At all the important points, work has been commenced, and is being energetically pushed. Stone quarries have been secured—these are now being opened—in two or three weeks stone for the culverts and bridge work will be taken by water to the places where it has to be laid.

The Commissioners drove along the work and visited the several points at which work is going on. It is understood that they were well satisfied with the manner in which the contractors are doing their work. About twelve miles from Amherst is a tramway leading from a coal field to a shipping point on the Macan river. From this place a very large quantity of coal used to be shipped to the States, but since the abrogation of the Reciprocity Treaty this trade has largely fallen off.

The crops everywhere looked excellent, and and there is a very large extent of country under cultivation.

Leaving the line of Whitehead's contract the Commissioners turned off to visit the Spring Hill coal fields. This coal deposit is of very large extent, and having been analyzed by the most eminent men of the day such as Dr. Percy of London, is universally pronounced to be equal to the best coal in Nova Scotia. Being at a considerable distance from water conveyance, this coal has not yet been brought into much prominence, and has consequently not been yet worked except to a small extent for consumption in the neighborhood. About its excellent quality there can be no doubt, and it must become a most important industry as soon as the railway brings it into communication with consumers.

A drive of a few miles, through a country beginning to be hilly, brought the party to a natural salt spring. This spring runs freely, pretty high up a mountain side, and being conducted through a set of rough wooden troughs, is brought to a building near the foot of the valley. The water runs into a large tank at the top of the building, below which is a double row of large iron vessels, like large potash kettles, built into rough masonry, beneath which again, is a large boiler. From the tank the water is put into the kettles by a short piece of ordinary flexible hose pipe, and the heating of the boiler beneath in a few hours completes the process, and barrels are filled with excellent salt. The capacity of the spring is unknown, but an immense quantity of water runs to waste, and it is hardly likely that this is the only salt spring in the neighbourhood, the absence of markets has limited the production to the mere supply of local wants.

Leaving this singular spring the country gets more and more mountainous as the Cobequid Hills are approached. It is a curious fact, but many high hills are cultivated to their very top, and at the highest point the land and the crops appeared to be the best. This was particularly the case with Mount Claremount, a pretty high hill which was cultivated on all sides and completely over the top.

A few miles further and the line of railway was again reached near the end of Whitehead's contract. Extending from it towards Truro, for about twenty miles, another contract is in progress by H. J. Huston and Geo. Angus, of Paris, Ont. Their contract commences a little west of River Philip and extends to Folly Lake. They are pushing their work on with a good deal of energy and have already about 300 men at work, and are almost daily increasing the number as fresh points of work are opened out. Grading is going on at number of places and already makes considerable show. The whole line has been cleared; good stone quarries have been found and are being opened out, and the contractors expect in a very few weeks to begin the masonry. Their work is progressing in a satisfactory manner.

The line of railway from Amherst has to cross the range of the Cobequid Mountains. It has been laid out so as to cross by swinging round through a depression in the range on the north side at Folly Lake, from which point it sweeps to the southward towards the Londonderry Iron Mines, and then gets once more upon its easterly course for Truro.

The country in the mountain region is not of course thickly settled or much cultivated. There are, however, quite a number of rich val-