

ber about 22,000. They sent deputations to see the Commissioners, to urge that the line should follow the course of the post road, and bring it down to the mouths of the rivers. This would involve very heavy work, as the rivers widen out near their mouths into large valleys which it would be very expensive to cross. The local interests of the population along the gulf shore are, to a large extent, served by water conveyance, and there does not seem much doubt as to the line that should be selected. Even if the short and cheap line is adopted, the people of Kent will not be badly served by railway. They already have ample, excellent water communication. The short line will probably cost, at least, \$500,000 less than the line crossing near the mouths of the rivers.

The next letter will complete the series, and I hope the matters treated of are of sufficient importance to justify the taking up of so much of your valuable space.

HALIFAX, July 31, 1869.

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. At about twelve o'clock the next day the good ship came along side 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 grounds 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 Pamsick 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 Mississquash, the boundary between New Brunswick