

is a road bridge, nearly 1,000 feet long, closing, of course, navigation at that point. It is considered most likely that the line of railway will cross the North-West branch immediately above the road bridge, and then run directly in about half a mile to the South-West branch, and then cross. Another line has been surveyed at a point about eight miles higher up; but there the banks of both rivers are about 45 feet high, while at the lower location they are less than 20 feet. Crossing the two branches of the rivers, instead of the main channel after the junction, will be less costly, and not interfere with the navigation. If, as is most likely, the crossing is fixed just above the junction of the two rivers, it will place the station for the Miramichi district just above the town of Newcastle, not very far from the Court House. It is believed that among the next contracts to be let will be one from Newcastle for about 20 miles towards Bathurst, which will only leave about 30 miles to be put under contract to complete the line between the Restigouche and the Miramichi rivers. The whole of that length will, it is understood, be under contract before the close of the year.

The country round Chatham and Newcastle is very good. Shipbuilding, lumbering and fishing are the main sources of industry, to which will soon be added a large manufactory, now building, for making extract of hemlock bark, on the same principle as the work in the Eastern townships in Lower Canada.

The works on the Intercolonial, between Dalhousie and the Miramichi, will all be light, except the crossings of the rivers at the back of Bathurst, and they will all be moderate structures. Indeed it is a remarkable feature, that on a line of such great length as the Intercolonial, so few heavy works are to be found.

There are only in the whole line of nearly 500 miles, four large bridges, one at Trois Pistoles, about 500 feet long; one at Restigouche, about 750 feet long; another at Miramichi, where two bridges will be required, the total length of which will not exceed 1,800 feet, and may be made 200 feet less; and the last at Folly River, in Nova Scotia, about 800 feet long. Both at the Miramichi and the Restigouche, the rivers are crossed at a low level, in neither case exceeding 20 feet, and it may be possible to make it even less. The quantity of masonry will therefore not be large.

From the Miramichi to the European and North American Railway, the location has not been yet decided upon. A line direct to Monckton, has been surveyed this spring, and it is understood to be a very favorable line as regards grades, curvature, and economy of construction. It runs along the ridge which is the dividing line for two separate sets of water courses. It has therefore no large streams to cross as it meets them all at their heads. It is claimed for it that it will save ten miles of railway to construct, and without increasing the distance to Halifax, will shorten that to St. John by nearly fourteen miles. The people of the County of Kent, which lies between Miramichi and Shediac, live mainly on the Gulf Shore, and are said to num-