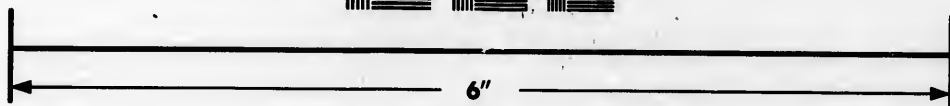
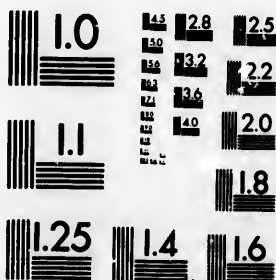
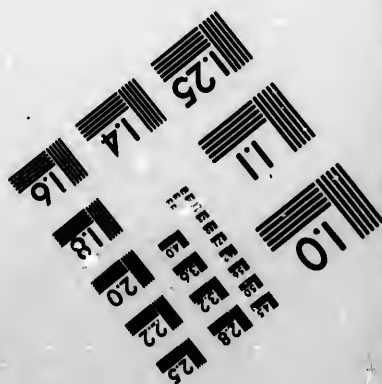
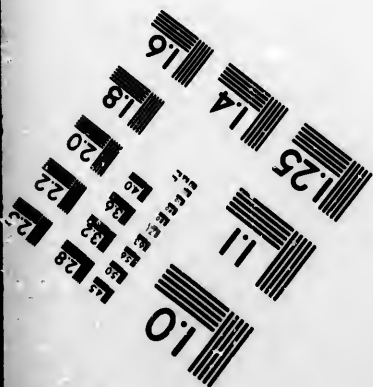


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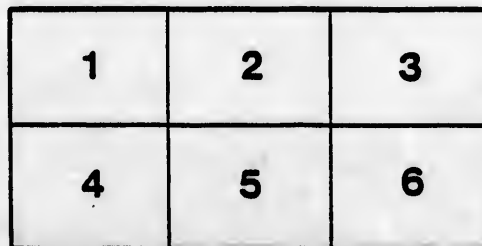
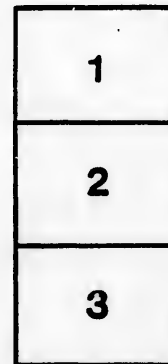
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LETTERS

EMBRACING

SPECIAL CORRESPONDENCE

TO THE

**Toronto Daily Telegraph,**

DESCRIPTIVE OF THE ROUTE OF

**THE INTERCOLONIAL RAILWAY,**

—THE WORKS IN PROGRESS—THE SCENERY

—CLIMATE—AGRICULTURAL CAPABILITIES—

FISHERIES—IRON—COAL, &c., &c.

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TORONTO:

PRINTED AT THE DAILY TELEGRAPH PUBLISHING HOUSE, BAY STREET,  
ROBERTSON AND COOK, PROPRIETORS.

1869.





# LETTERS

EMBRACING

## SPECIAL CORRESPONDENCE

TO THE

# Toronto Daily Telegraph,

DESCRIPTIVE OF THE ROUTE OF

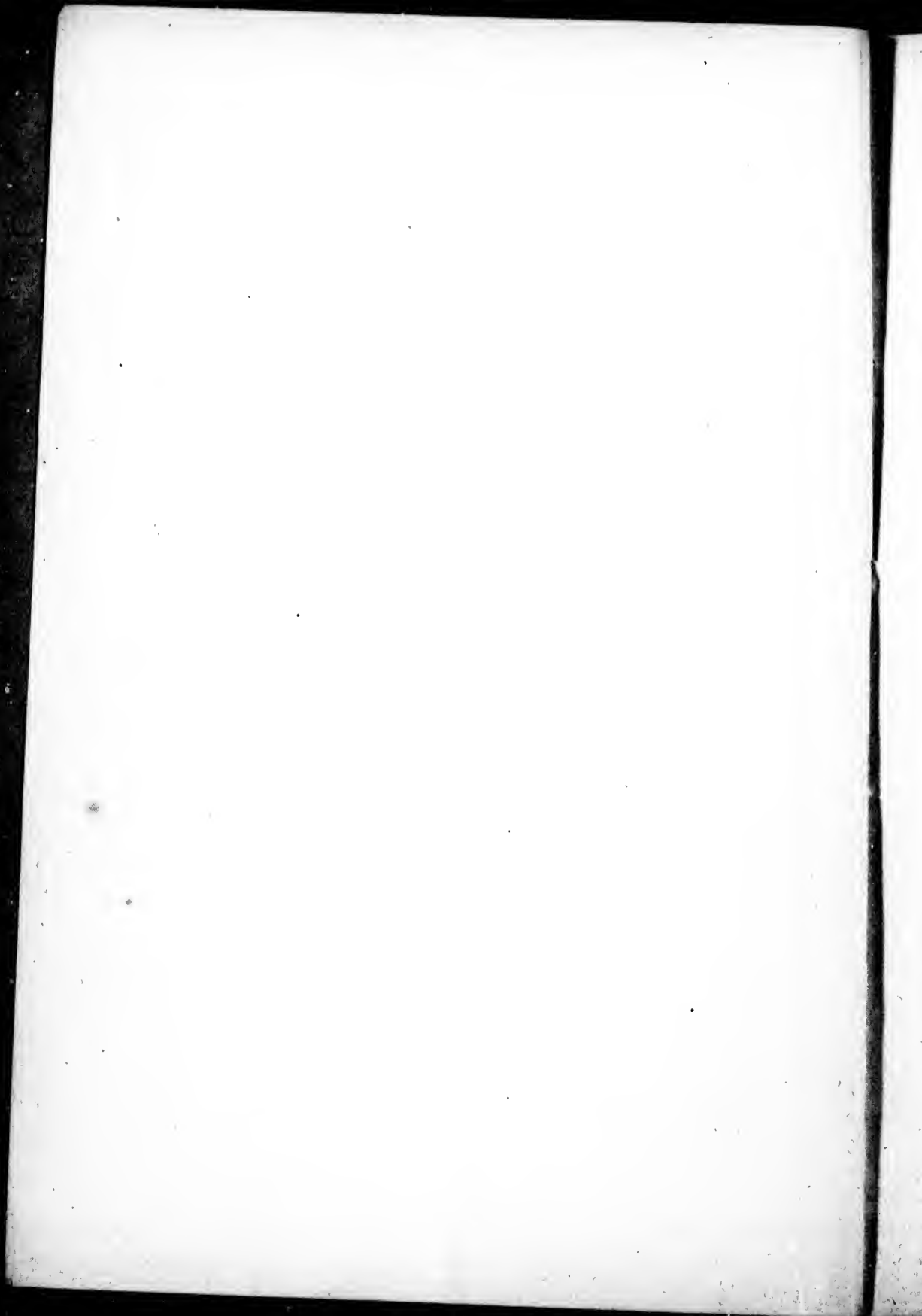
## THE INTERCOLONIAL RAILWAY, —THE WORKS IN PROGRESS—THE SCENERY —CLIMATE—AGRICULTURAL CAPABILITIES— FISHERIES—IRON—COAL, &c., &c.



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# THE INTERCOLONIAL RAILWAY.

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WHAT IS BEING DONE—SCENERY AND CLIMATE ON THE ROUTE.

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DALHOUSIE, N.B., 24th July, 1869.

It having been made known through the public papers, that the Intercolonial Railway Commissioners were about to visit the line of road, so as to see the condition of matters on the several contracts, I thought it would be a desirable opportunity to see what was going on in a part of the Dominion about which not very much is known in the good Province of Ontario; I thought, also, that it might be a favorable mode of letting the public know something about the progress of a work which is being constructed at the cost of the country, and which is a political necessity, if not likely, for the present at any rate, to be a great commercial success. The Intercolonial Railway, at any rate, is a physical necessity, if the idea, now so prominent, of an interoceanic railway, from the shores of the Atlantic to those of the Pacific, through British territory, is to be realized. If it is not, the United States have attained a position upon the continent which will place them decidedly in the front rank for securing the control of the commerce between two great continents. It is hardly likely that Great Britain and her vast colonial possessions on this side of the Atlantic, will consent to be shut out from the advantages of the trade referred to, and therefore, apart from any other considerations, the Intercolonial Railway is indispensable. With this digression, I proceed to the object with which this letter is written.

## THE STARTING POINT.

The Commissioners would assemble, it was understood, at Montreal, and proceed by railway to Riviere du Loup, where I went to look for them. On Tuesday, the 20th July, the party had collected, including the Chief Engineer and his assistants on the district.

The line starts directly from the station of the Grand Trunk Railway, and in a very short distance crosses the Riviere du Loup, by a bridge 300 feet in length, immediately above the very beautiful falls at that place. Directly after crossing the river, the line runs round a rather sharp curve, and through

a heavy rock side hill cutting, after which, it descends to a level terrace, and runs through a well settled French country. A good force of men are at work on the rock cutting, and gangs of men and horses are at work all along this contract of 20 miles. In all, about 500 men are at work upon this contract. Many culverts and water-courses are already completed, and many in progress. A considerable quantity of grading is in active progress, several long cuttings and embankments being in a forward state. The next important structure to the bridge at Riviere du Loup, is at Isle Verte, where the work is actively progressing.

After inspecting the works in progress for several miles in the vicinity of Riviere du Loup, the party embarked, on the evening of the 20th, on board the Government steamer, *Lady Head*.

#### WORK AT TROIS PISTOLES.

The next morning the steamer was at anchor at Trois Pistoles, where it was found that some heavy work has to be done. This is on contract No. 2. The grading throughout the whole of contracts Nos. 1 and 2 is in a forward state, and except at two or three heavy places, will be completed, it is expected, this fall. Upwards of 500 men are employed upon No. 2, and the Messrs. Worthington, who are the contractors for one and two, about 40 miles in all, are pushing forward the work with great energy. They have been fortunate in finding good stone for the culverts in close proximity to the work, and consequently they have already got a considerable part of this work in a very forward state. All the culvert work appears to be done in a most satisfactory manner. A large 15-foot arch culvert, about two miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work, as is to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed, so far, they appear to be thoroughly doing their duty.

#### THE TROIS PISTOLES BRIDGE.

The heaviest work upon contracts one and two, is at the crossing of the Trois Pistoles river, about one mile and a-half west of the village of that name. The river and valley through which it runs, are about 1,100 feet wide at the point where the line crosses them, and the railway will run at a height of about 70 feet from the bed of the river. This crossing is the heaviest work between Riviere du Loup and the Metis, a distance of about 90 miles. On the west side of the river, the line is carried for nearly two miles across a number of gorges, in which there will be several culverts and a number of side-hill embankments. The bridge, which will be 500 feet long, will start from the west bank, and be carried nearly half way across the flats, thus placing the bridge across the main channel, and allowing no check to the

flow of the river. The bridge is approached on the west side by a heavy embankment, about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long, and is being actively constructed. The material on both sides of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long, and about 65 feet high, at the deepest point. Large gangs of men and horses are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons, as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of the bridge has been found on the St. Lawrence, about 9 miles from Trois Pistoles, to which point the stone is now being brought in scows.

## MESSRS. WORTHINGTON'S MOVEMENTS.

One of the Worthington's lives at Riviere du Loup, and the other at Trois Pistoles. They have now at work on these two contracts, upwards of 1,000 men, and are pushing forward the work with great energy and skill.

## WORKS AT BIC.

Leaving Trois Pistoles in the afternoon of 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. Haycock, 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 a 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 country from 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 healthy 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 Metis, crossing the Metapedia Road. The course of the line from the Metis to the mouth of the Metapedia has been a source of consider-

able 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 valleys of the Metapedia and Restigouche, and along the shores of the Bay of 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 weigh, and in less than three hours anchored again in the bay at Little Metis. Here a drive of about 5 miles, through a well cultivated Scotch settlement, brought 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 night-fall, the *Lady Head* steamed away for Gaspé. Here for the present I may pause in my account of the Intercolonial Railway.

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SCENERY ON THE ROUTE—A GLANCE AT THE FISHERIES—AGRICULTURAL CAPABILITIES OF THE COUNTRY.

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MIRAMICHI, 28th July, 1869.

My last letter left the *Lady Head* steaming, at nightfall, out of the bay at Little Metis, and the next morning we were running parallel to the shore, amidst a crowd of small fishing boats. The sea was dotted with these boats, fishing being the mode of living for the inhabitants of the lower St. Lawrence, between Metis and Gaspé. To judge from the number of boats, and the almost continuous line of houses on the shore, this business must support a by no means inconsiderable population.

At several places, valleys in the hills showed signs of fair cultivation, and in many places small villages were seen. Being in want of fresh fish, the steamer stopped along side a couple of fishing boats, and bought their morning catch. About one hundred codfish, of various sizes, were thrown on board, many of them still kicking. The occupants of the boats seemed

well pleased to get two dollars and a half for the lot. The two boats would probably catch as many more fish during the day. If any Toronto house-keeper reads this, she will probably sigh at the comparison between this fish bill and her own.

## CAPE ROZIER AND GASPE BAY.

About noon we were abreast of Cape Rozier, and soon passed across the entrance to Gaspé Bay. From here to Percé the scenery is really magnificent; at one place perpendicular rocks rising out of the sea to a height of 700 feet, and the shores of Gaspé basin having a background of mountains, rising tier above tier, in every variety of shape, clothed with green foliage to the summits; plains and valleys on the shore, dotted continuously and often in groups, with houses surrounded by large areas of well cultivated ground and, at apparently something like equal distances, churches, to show that material existence is not the only thought among the hardy population of this beautiful but little known district of the Dominion. A heavy thunder shower, with the grand re-echo among the distant hills of the heavy peals which followed the flash of the vivid lightning, added not a little to the beauty and grandeur of a scene, which those who saw it will not forget readily.

## PERCÉ BAY.

About two o'clock the vessel steamed into Percé Bay, where a landing was made. This is in many respects a remarkable spot. The place is surrounded, in amphitheatre form, by high hills, the slopes of which are to a very large extent under excellent cultivation, the crops doing no discredit to many of the better farming districts of Ontario. To the east of the bay, and forming part of its shelter, is a rock of wonderful shape and appearance. Looking at it, in passing from the steamer to the shore, it looks like a petrified monster Great Eastern, which had there been wrecked, and turned into stone. Its sides are nearly perpendicular, and its summit is crowned with myriads of seagulls, whirling in fantastic gyrations round the rock, and with their peculiar call adding to the charm of the scene. At the extreme end of this peculiar rock is a tunnel, worn doubtless by the wash of the sea, completely penetrating the rock, and large enough to let a boat go through. At the extreme end of the rock is a piece apparently split off, standing erect, about 100 feet high, like a sentinel on duty.

## THE FISHERIES.

On landing on the main shore, a novel sight was seen. The beach is covered with buildings for the drying and curing of fish. One establishment here alone owns about two hundred boats, all of which are manned and sent out daily in the season. Cod, haddock, mackerel, herrings, salmon, &c., in their respective seasons, are here caught. The quantity of fish caught, cured,

and sent to market from this place is enormous, and it is only one of a great many similar establishments on this coast.

The fish are landed from boats on the beach, at once cut up, cleaned, and weighed, the men in the boats being paid according to the weight after being so treated. The fish are then salted and laid out to dry on stands covered with boughs of fir trees. Miles of these stands are to be seen, where the hot sun rapidly performs the curing. After being thus exposed for a certain time, they are gathered together, taken to large level yards, covered with coarse gravel, and then piled into what looks like a small hay-stack, upon the top of which is placed a covering of birch bark, on which are laid heavy stones. The fish remain in this state for several days, and are then taken into the packing house, and are ready for shipment. These fish are sent to various parts of the world—to South America, Spain, the Mediterranean, &c., &c. Vessels were loading for these places, some in bulk, and some in wooden drums. A very large number of men are employed here, and the very excellent state of cultivation in which the surrounding country was found to be, showed that the population had nothing to complain of so far as material comforts are concerned.

#### THE RUN TO DALHOUSIE.

Leaving this really beautiful and productive neighborhood with regret, the *Lady Head* proceeded along the northern shore of the Baie de Chaleurs, towards Dalhousie. The scenery here is very fine and grand, and all along the shore the country is really in a very good state of cultivation. Sheltered from the north winds by the Gaspé hills, the slope of the ground towards the Bay has a comparatively mild climate, and its agricultural capacity is therefore very good. The County of Bonaventure, when it gets the advantage of railway communication with foreign markets, will prove to be a by no means unimportant part of the Dominion.

#### DALHOUSIE AND ITS HARBOUR.

By daylight on Saturday morning, we were at anchor in the beautiful harbour of Dalhousie, at the mouth of the Restigouche River. This is undoubtedly the best harbour between Gaspé and Halifax, the water being deep enough to float the largest vessels, with capital anchorage, and well sheltered from all winds. Dalhousie is situated at the foot of a bluff, about 500 feet high, from which there is a magnificent view. There is no difficulty in making wharves, at which the largest vessels could lie, and although the nature of the ground prevents the main line of the Intercolonial Railway passing through the town, a branch about 5 miles long, and easy of construction, can readily be made to connect with any system of deep sea wharves that hereafter may be made.

THE WORKS AT DALHOUSIE

Landing at Dalhousie, the Commissioners proceeded to inspect the progress of the work going on in that vicinity.

About 50 miles east and west of Dalhousie are now under contract. The first visited was that in the hands of Mr. Jobin, east of Dalhousie. Jobin is a French Canadian, living in Quebec, and he is carrying on his work in a most satisfactory manner. He is at work on the grading throughout the whole length of his contract, and has already completed a very considerable amount of it. He has succeeded in finding very good quarries, where the stone for the masonry is now being got out. Some will be delivered on the ground within two or three weeks, when the work of making the culverts will be at once proceeded with. Jobin is executing his work in a very thorough and complete manner, to the entire satisfaction of the Engineers, who speak highly of the energy which he is displaying and the manner in which he is carrying on the work. He has now about 300 men at work, and has no difficulty in getting all the labor he wants.

WORKS AT CABELLTOWN.

Returning to Dalhousie, the party then proceeded westward to some distance beyond Cambelltown, the contract here being in the hands of an Ontario firm, consisting of Messrs. Elliott, Grant and Whitehead. Their work is also progressing in a satisfactory manner, the entire line being cleared, and a large amount of grading already done. They have about 300 men at work. There is a good deal of rock excavation on this contract. Elliott and Grant have taken up their residence at Campbelltown, and are personally superintending their work. There has been some difficulty in finding suitable stone quarries in the vicinity of the work; but they have now been obtained, and the contractors expect to have all the stone for the culverts and bridges on the ground before the winter sets in. The line from the Metapedia, about three miles from which Elliott's contract begins, runs on the south side of the Restigouche river, in sight of it nearly the whole way. The work is principally side-hill cutting, a good deal of it through rock, but no heavy structures. The view from the trains for about thirty miles will be magnificent. It was nearly nightfall before the drive of fifty miles was over, and it was understood that both the Commissioners and the Engineer were very well satisfied with the progress made by Jobin and Elliott, Grant and Whitehead.

AGRICULTURAL CAPABILITIES OF THE COUNTRY.

I am satisfied that the agricultural capacity of this part of the country has never been properly understood. The teeming waters of the Bay of Chaleurs, and the vast forests on land, combined with the absence of the necessary facilities for getting agricultural produce to market, have tended

to make the population mainly fishermen and lumbermen, and looking upon the land as only necessary to be worked to an extent sufficient to supply them with potatoes, a little corn, and such like. Farming has consequently been neglected, but there is no part of the Dominion where potatoes, barley, oats, coarse grain of all kinds, root crops, and grain in certain localities, can be grown better or cheaper than in the valley of the Restigouche, the north shore of the Bay of Chaleurs, and the country between Dalhousie and Bathurst, and in the Miramichi district. We saw many farms where the crops were most excellent, the cultivation exceedingly good, and the soil naturally very productive. There is a very large area of country of which this description is perfectly correct, and there can be no doubt, that after the Intercolonial Railway has been opened a few years, and it has brought the country into notice, and provided a market for its surplus productions, that a great change will be seen, and that the local traffic upon the railway will be very much greater than any one hitherto has ventured to suppose.

#### PROBABLE TRAFFIC OF THE LINE.

The traffic in fish, upon which I shall have something to say in my next letter, will also be very large, although, of course, its weight cannot be great. The lumber business on many parts of the line will also be very considerable, and I am bound to add that, having formed a poor opinion of the prospects of the business on the Intercolonial line, before I had seen the country in summer, I shall return with the conviction forced upon me by the logic of facts, that the country has been underrated, and that it has a much greater capacity for the support of a large and thriving population, than I had ever supposed possible.

#### A NEW BRUNSWICK FARM.

At Bathurst, the Hon. John Ferguson has a farm of 350 acres, in a high state of cultivation, which would not fear to stand a comparison with some of the best farms in Ontario. It is thoroughly well cleared; has about 50 miles of cedar fence upon it, and shows as fine a crop of oats, barley, coarse grains, potatoes, and about 70 acres of spring wheat, as any one would wish to see. He raises about 200 tons of hay, has 20 acres of potatoes, about 60 acres of oats, and a large number of acres with a fine show of turnips. This shows what the land is capable of by proper cultivation, and there can be no doubt that proper energy and skill will, in a few years, make a splendid farming country, extending over a very large area.



## THE LINE OF THE ROAD—SOMETHING ABOUT THE COUNTRY.

My last letter left us at Dalhousie, from which place an early start brought the steamer on Sunday afternoon, to the outside of Bathurst harbor. The depth of water on the bar is not sufficient for large vessels, and the *Lady Head* anchored about 3 miles from the entrance of the harbor. It is not, except in very still water, possible for vessels drawing more than 12 feet of water to enter Bathurst. With everything favorable, 13 feet would probably clear the bar at high water, but that is the extreme. Bathurst, therefore, cannot ever become a place of resort for large ocean vessels. The country round Bathurst is very fine and fertile. Mr. Ferguson's farm, mentioned in my last letter, is conclusive testimony as to the fertility of the soil. The roads, as indeed generally in New Brunswick, are excellent, there being an abundance of good gravel. In this respect New Brunswick has a great advantage over Ontario, her country roads being far better than the majority of those in the Upper Province.

## RESOURCES OF THE COUNTRY.

As I have already said, the capabilities of this part of New Brunswick, for farming purposes, are very great indeed.

Its main industries now, are lumbering, shipbuilding and fishing. The shipbuilding interest has, as at other places, been seriously affected by iron vessels, and the navigation laws of the United States, and is by no means active. Lumbering is largely carried on. Mr. Ferguson's mill at Bathurst being of great extent, and perhaps one of the best in this section of the Province.

## FISHING INTERESTS.

Fishing is, however, the great source of business. On the coast line between Dalhousie and Shippegan, a distance of rather less than one hundred miles, there are not less than 2,000 schooners and boats of various sizes, employed in extracting, from the Bay of Chaleurs, the wealth which it contains. The quantity of fish caught and cured in this neighborhood is almost fabulous, and it only requires proper and rapid means of communication, to vastly increase a trade which at present is extremely large.

For the last few years, great attention has very properly been paid to the salmon in the rivers. From a variety of causes the rivers, not only here, but in other parts of the Dominion, had become almost denuded of salmon; but now, thanks to the measures adopted by Parliament, this has all been changed, and now the rivers are again swarming with salmon.

The trade in this single kind of fish, is already assuming large proportions; nearly every river has its occupants, who, for the sake of sport, come

from distant parts, and, despite the torments of mosquitoes and black flies, secure both health and recreation in their efforts to entice a few salmon from their retreat in the deep pools of the rivers. There are rivers and fish enough to meet the wants of all those who desire this mode of taking a holiday. The trade in salmon, however, is, of course, carried on differently. An English firm has now at work, not far from Bathurst, an establishment where salmon are taken, cured, put into tins, and shipped to England, whose cash outlay at Bathurst, in carrying on their operations, is £500 sterling per week. The demand in England for this produce is large enough to support many such establishments, whose outlay would be equally great, divided, of course, between the fishermen, curers, packers, &c., &c. A beginning has been made, which the means of communication, when supplied, must rapidly increase.

But the most remarkable fishing enterprise at Bathurst, is an establishment for preserving the fish so as to supply the New York and other markets from the 1st of December to the middle of March. I went over this place. It is a large-sized wooden building, technically called a "freezer." In it, at the time I saw it, were 5,000 salmon, weighing from 10 to 44 lbs. each. The fish are caught in nets. Very shortly after being taken out of the water, and without being cleaned or touched in any way, they are first put into small shelves or boxes, where they are rapidly frozen as hard as stone. They are then put into chambers in the same building, where they remain frozen till winter. When I was in the building there were 5,000 in that state, and during the season this one place will have 12,000 fish in all. They are so hard that they would knock a man's brains out if used as a club. The average weight of these fish is considerably more than 15 lbs. At that rate the 12,000 salmon would weigh 180,000 lbs. Fish preserved in the same way were sold in New York last winter at 50c. a lb., and there is no doubt that price at least will be obtained this year. The one establishment, therefore, now engaged in this business, will have a gross receipt of \$90,000.

The demand for fresh salmon in winter in New York, and the great cities of the United States, and in Quebec, Halifax, Montreal, Toronto, and other places in the Dominion, renders it certain that this must become a great source of business as soon as speedy railway communication is provided. The same system can, of course, be applied to other fish as well as salmon, and the best proof of the perfect success of the "freezer" is to be found in the fact that Mr. Ferguson's hospitable board, included amongst other things, a goose killed last November, which has been preserved in a domestic "freezer," which forms part of this establishment. The flavor of the goose was as good and fresh as if it had been killed the same morning.

I hope this digression about fishing will not be considered out of place, as my visit has convinced me that this is a most important industry, all the way from

Metis on the St. Lawrence, to Halifax, and that it will prove of great value to the Dominion, and of great importance to the traffic of the Intercolonial Railway.

## LOOKING AROUND.

Early on Monday morning, the Commissioners landed and spent nearly the whole day in driving round Bathurst, and inspecting the different proposed locations of the Railway. The harbor of Bathurst is the outlet for four or five rivers, the largest of which is the Nipissiquit. The Railway has, of course, to cross all these rivers. It is understood that the surveys are now completed, and that orders have been given for the final location of the line in this neighborhood. No work is at present going on in this vicinity, but it is stated that the next letting of contracts, to be advertised at once, will include one extending the line from the end of Jobin's contract, to within a mile of Bathurst.

From Bathurst to Miramichi, the line runs across a promontory, of which Shippegan is the extreme point in the Gulf. The distance by water from Bathurst to Chatham is about 160 miles. The railway will run across by a line less than 60 miles in length. The country for that distance is unsettled, but it contains some very good land, growing excellent hardwood timber.

Leaving Bathurst in the evening, the next morning brought us to the Miramichi river, and Chatham was reached at about 11 o'clock. This is a thriving place of considerable size and trade, and divides with Newcastle, five miles above, the business of the Miramichi district, which has a population of 28,000 people. The people of Chatham shewed their appreciation of the railway, by waking the echoes by a salute from two heavy guns on the wharf, and an address to the Commissioners. The latter landed for a short time, and at twelve o'clock the vessel again started. Nearing Newcastle, the Volunteer artillery of that place thundered a hearty welcome from a high bluff just below the town.

Newcastle desires to have the railway cross the Miramichi in its vicinity, and the point of crossing is keenly discussed. The original survey by Major Robinson, crossed the two branches of the river at Indian Town about 14 miles above Newcastle, and above navigation. It lengthened the distance by about 10 miles. Vessels drawing 20 feet of water can come up to Newcastle, and at that place the river is wide and deep. A crossing directly at the town would involve a very heavy structure and a very large outlay of money, besides interfering with important navigation interests. Just above Newcastle is an island which divides the river, and directly at the head of the island the two branches of the Miramichi, known as the North-West and South-West branches, come together—the one running northerly and westerly to near the head waters of the Restigouche, and the other southerly nearly to Fredericton. A few hundred yards above the point of junction,

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-

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.

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THE TRIP OF THE COMMISSIONERS—SOMETHING ABOUT THE COUNTRY.

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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

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 about the end of the present year. The Commissioners 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 work, must have removed all doubt 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 and 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 and 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 three and four 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 the 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 on 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 and 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 Maccan 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 look excellent, 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 at 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 neighborhood; 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. Sutton and Geo. Angus, of Paris, Ontario. Their contract commences a little west of River Phillip 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 a 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 Londondery 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 valleys already cultivated to a considerable extent, and which offer every prospect of becoming excellent farming districts, when they are supplied with the means of getting their surplus productions forwarded to markets.

The line runs through a tolerably level country for nearly forty miles east of Amherst, without any heavy works or grades. For the next twenty-



five miles the work is much heavier, as in that distance the Cobequid Mountains have to be crossed. The line from the Amherst side ascends from the valley by a grade, which nowhere exceeds 1 in 100, or 52 feet to a mile. In doing this, it creeps diagonally up the side of the mountain, crossing several very heavy gorges, and involving a large amount of work. Leaving the road, the Commissioners followed a footpath leading up the mountain, till they reached the line of railway where two of the heaviest gorges, about a mile apart, have to be crossed. The material is found to be more easily worked than was at first supposed, and it is believed that there will be less rock excavation than was anticipated. The forest up the side of the mountain, contains a very large quantity of hardwood, and we saw some of the largest trees of excellent hardwood that I have ever seen in any part of Canada. The line is cleared along the mountain side, and the view down the valleys exceedingly fine, especially that along the Wallace River.

Without getting to so high a point of land, no one would understand how large a quantity of land is already under cultivation.

From Folly Lake to Truro, the line is now finally located, and it is understood that tenders will at once be called for to complete this work. It will descend by rather heavy work to within about two miles of the iron mines, and then striking eastward, will cross the Folly river by a bridge, about eight hundred feet long, the banks being high and the valley wide. From Folly river the line is light and easy, running through low marsh land all the way to Truro.

Some hours were spent at the iron mines. It is believed that there is a large tract of iron country in the Cobequid Range; but this is the only place where it has yet been worked.

Galleries have been run back from the face of the hill side, and large quantities of ore extracted. The ore is carted about two miles to a blast furnace, in which charcoal is the fuel used. There is a small rolling-mill with furnaces, where the pig iron is made into bars, and these have acquired a high reputation for their quality, both in England and the United States.

What they want, however, is coal; and this will be obtained after the railway is completed from Spring Hill. A large foundry is now nearly completed at the mines, where, in a few days, they will commence the manufacture, from their own pig iron, of chilled wheels for railways.

There can be no doubt that, as soon as the coal and iron are brought into easy communication, that a most important industry will be developed, which must prove very valuable to the Dominion.

I do not think there is much necessity for my taking up very much more of your space.

The result of my observations and inquiries is, that upon the seven contracts, comprising about 170 miles, already let, work is actively progressing and being energetically pushed forward. That there are in all about 2,500

men employed, and that there is no present difficulty apprehended of a scarcity of labor. It is understood that five more contracts, covering about 90 miles of the road, will be at once advertised. That the heavy bridges at the Restigouche and Miramichi will be also very soon put under contract, and that by the end of the present year, very nearly the whole of the line will be under contract.

It is also clear, that for a line of such length, the works are generally light, the engineering difficulties being exceedingly few. The line will, therefore, be constructed cheaply, and although it is not safe to prophecy, there would seem to be no doubt that the Intercolonial Railway will be completed for less than the amount stated in the Act of Parliament.

The country through which it will run from Riviere du Loup to Metis, is much the same as that from the former place to Quebec. Along the Metapedia Valley the country has yet to be settled. But from the mouth of the Metapedia, down the valley of the Restigouche, and along the Bay of Chaleurs to the Miramichi, the country has already considerable settlement, and is capable of excellent agricultural results. The trade from the fisheries is already very large, and will be greatly stimulated when rapid means of communication are supplied.

Through New Brunswick and Nova Scotia, the line runs mainly through a very excellent country, which the railway will rapidly develop, and there are deposits of iron and coal which cannot fail to be most important branches of industry.

On the whole, my visit has caused me to greatly change the opinions which I had previously formed, and I feel persuaded that the Intercolonial Railway will be constructed at a moderate cost, and that upon a large part of the line there will rapidly develop a very much larger traffic than has ever yet been supposed possible.

EDITORIAL REMARKS FROM "THE DAILY TELEGRAPH," AUG. 11, 1869.

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We are sure our readers generally must have read with uncommon interest the series of articles, in the form of correspondence, respecting the Intercolonial Railway, which have appeared in these columns at intervals within the past few weeks. Our correspondent, as the graphic and direct character of his descriptions of the great work and its surroundings show, has indited every line from actual observation and experience; and yet—if we did not know his perfect trustworthiness—we should almost fear to credit some portions of his report of the situation as he has seen it.

Instead of working a gigantic railway through an Alpine wilderness, by taking the north shore for the Intercolonial route, we are really opening up one of the finest *pastoral sections* of country in British America—a country abounding with natural wealth, of which we have, heretofore, had not the slightest conception. Nay, more, in the districts of New Brunswick—which we, in our ignorance, have been accustomed to associate with sterility and death—our correspondent finds cultivated farms, splendid public roads, and improvements which would shame our progress in colonization in the best districts of the west. The prolific character of the river fisheries—as yet, of course, only beginning to be developed—is dwelt upon by our correspondent with a zest which we can readily appreciate. To him, as to us, the experience must have been little short of startling—pleasing as it is to record.

On another point, the admirable reports of our correspondent invite the fullest attention of Western readers. The engineering difficulties of the Intercolonial Line are nowhere as formidable as popular rumor has made them. We cannot speak technically, any more than our correspondent; but we should judge from his careful and minute observations, that no one section of the road presents anything like the same engineering difficulties as that section of the Grand Trunk between Toronto and Guelph; and our correspondent sums up his observations during an extended tour, with this remark:—"On the whole, my visit has caused me greatly to change the opinions which I had previously formed, and I feel persuaded that *the Intercolonial Railway will be constructed at a moderate cost, and that upon a large part of the line there will rapidly develop a traffic much larger than has ever been supposed possible.*" These are not idle, random, or flippant words. They record the deliberate judgment of a man of wide experience and mature thought; and as such, we ask our readers, in Ontario especially, to give them the attention which we are sure they merit.

