

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 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 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-