

point of starting to inspect the line in the direction of Niagara, and I was glad to accept his invitation to accompany him.

Close to the railway terminus is a large iron-foundry, owned by Messrs. M^cQuestin, which has just been removed from James Street for the greater convenience of transporting the goods.

The engines have large funnels, with net-work tops to catch the sparks as they fly upwards. We waited for some time for an engine to convey us, but as it did not come, we started in an open car worked with a crank by two men; and away we went in this novel conveyance at a great rate through the forest. Still no engine appeared, so, after we had gone some miles, we stopped and walked a mile along a temporary branch-rail, formed to bring ballast from the shores of the lake to the main line. Mr. Brydges having looked at his ballast and I at the lovely blue waters of the lake, we walked back to our car. On our return, as we were going at a rapid rate down a hill, with a steep trench on either side, Mr. Brydges' quick eye espied an obstacle in the way, and he had just time to stop our human-power locomotive when we came upon a log thrown across the road, with a spade stuck deep into the earth before it. Some villains had evidently placed it there to injure us, and we might have been killed or very seriously injured. However, though probably the fellows were watching us in the wood, we agreed there would be no use in attempting to hunt them down; indeed, as it was already late, we were anxious to reach Hamilton. Mr. Brydges told me, that he calculated the expense of forming a railway here was about a third of the first cost of one in England; but then, again, as in England, the works are of a far more