

ing, effort, in the days when Joseph Howe was strenuously contending for an "Inter-Provincial," "All British" line from Halifax to Quebec.

What is now the town of Springhill, with a population of 5700, was then a sparsely-settled farming district on the foothills of the mountain, with, perhaps, ten or fifteen farm residences in the whole section, the most important of which was the old "Nathan Boss" place, as a stopping-place on the road between river Philip and Parrsboro, where travellers frequently took passage by sailing packet, from Parrsboro to Windsor, and thence to Halifax by rail.

At Springhill, the coal areas, then almost unknown and undeveloped, were held by the "Old English Mining Association." One pit, or more correctly speaking, a hole in the ground, was operated in a small way, the coal being raised by horse-power and distributed to consumers in adjacent districts by horse and cart. The thing was but an experiment, and the consumption, even for a small district, was very limited, as the best of hard wood existed in abundance for fuel.

At Athol one may motor or take a regular stage-coach across the isthmus by a beautiful road to Parrsboro on the Basin of Minas, or one may take the Cumberland Railway at Springhill Junction, distant thirty-two miles from Parrsboro. I found Parrsboro but little changed from my last visit. To my mind it is one of the pleasantest little towns in the whole of Nova Scotia, and is visited by many summer tourists who appreciate the fishing, shooting, boating, and beautiful scenery to be had hereabouts. The harbour is sheltered by Partridge Island, a pleasant head-