

together: this adds to the power of traction, but would not be suitable for Engines running express trains. Here they are only used for beasts of burden; and we travelled along the line at the sober pace of six miles an hour; dragging the usual tail of thirty two-chaldron waggons after us, which were seen to great advantage while going through the endless curves, of which the road is formed; and we fancied the Engineer must have been trying to lay down Hogarth's "Line of Beauty" on a large scale when he designed it; for though we were told the road was bad, yet these curves added much to the draft upon the engine; which was very evident by the increase of speed upon those few parts of the road that were straight. We passed another engine at the passing place, near New Glasgow, taking down its train of thirty loaded waggons.

New Glasgow appears to be a thriving and increasing village, where some large ships are built, though it is a wonder that they are ever launched safely; for the channel is so narrow that the vessels are launched *angle-ways* across the stream. Ship-building, but more especially, the vicinity of the Mines, has made this place to flourish more than similarly situated places in other parts of the province.

Near the Mines, the railroad branches off to the new, or Dalhousie pits, up a rather steep incline; here we met a third engine, having its separate duty to perform, of taking the empty waggons up to the coal pits; for the loaded waggons run down of themselves, checked as required, by two men at the breaks. We kept on to the old station house, where the engine got a fresh supply of coal and water, previous to running its next trip. In the engine house we saw a fourth, and a more powerful engine than the other three. This is kept as a reserve, ready to supply their place in case of accident.

Close to the railroad, is the Foundry establishment; but as we were anxious to see all that we could underground, we passed by this, as well as the Pumping Engine of seventy horse power, which draws the water from all the underground works, a depth of four hundred and fifty feet. We were directed to the office for a permit to go down into the Mines. We did not see the Manager, but the necessary document was at once given by an official, who, we should think, all on the establishment must *look up* to; for when this tall gentleman handed us the permit, it gave us a *kink* in the neck to look up to his face to thank him.

After passing the Church, which has just been erected, and is a neat building, placed in a conspicuous, and commanding position, we paused to look at the spot where so much labor and money are daily expended: we thought of the dangers and hardships to which so many human creatures are hourly exposed, from explosion; roof falling; breathing noxious vapors; or working in wet situations; and doubted if their extra rate of wages above that of