

falls that entitle it to the first place amongst its fellows in Europe. It is divided into three unequal parts,—the vivid green of the falling water showing more or less through the immense *fountains* of white spray, constantly varying in height and density,—sometimes soaring most gracefully high above the Falls, then partially clearing and lessening to rise again with redoubled force—constituted to our apprehension the great charm of this scene, like all that is most beautiful in nature—ever changing yet ever the same! If near enough to see these things, and not in Weber's Hotel, the lover of such scenes will not soon tire of watching the Rhine-fall.

From the South side of the Rhine, there is *no possible view* of the Falls, except you enter a castle rented by an artist, who makes travellers pay for the privilege. We did not go there, because we disapprove of this kind of speculation, and because the castle and rocks make a fine back-ground, when seen from the north side, and must needs be better to look *at* than to look *from*; for the back-ground which would be seen from the south side, would be far from picturesque. The roar of the falls at a short distance is not at all deafening, and certainly is not so loud as we had anticipated it would be.

The programme for seeing the Falls in "Murray," is curiously complicated, considering the extreme simplicity of the actual process; nor is this the only case in which if the traveller consults common sense and his map, rather than the Hand-book, he will save time and money, and accomplish his object in a more satisfactory manner besides.

A VISIT TO THE ALBION MINES.

WHILE on a tour through the Province we came to Pictou, and being told that the Coal Mines situated about nine miles up the East River, were worth seeing, determined upon visiting them. We left in the morning, and crossed the harbour by the Steamer which is employed in towing vessels up and down the river, as well as carrying passengers. Twenty minutes sufficed to take us to the loading ground (about four miles) where there are seven berths where vessels and boats can be loaded, and at which we were told, upwards of eight hundred chaldrons of Coal have been shipped in a single day; but unfortunately it was not often that vessels came in such fleets as to require such exertions to be made. As the Locomotive Engine was ready to start for the Mines (five miles off) we had no time to examine this immense pile of timber, which is upwards of a quarter of a mile long.

The Locomotive Engine is thirty horse power, and, unlike those that we had previously seen, has all the three wheels on either side connected