

trap dikes. We then went by Londonderry to Truro at the head of the Bay of Fundy, and from thence took places for Pictou in an open four-wheeled vehicle, here termed a wagon, which carried the mail. The road was cut through an endless forest of fir-wood, parts of which had lately suffered much by conflagrations. These fires often spread for leagues in the summer season, and cause great devastation. The more resinous species of fir, when they have been heated by the burning of the surrounding timber, blaze up suddenly when the fire at last reaches them, and are enveloped from top to bottom in brilliant flames, presenting in the night a most splendid spectacle.

I had arranged with Captain Bayfield, whom I had not seen for many years, that we should meet at Pictou, and the day after my arrival there, his surveying ship, the *Gulnare*, sailed into the harbour. I spent a day on board that vessel, and we then visited together the Albion Mines, from whence coal is conveyed by a railway to the estuary of the East River, and there shipped. Mr. Richard Brown, whose able co-operation in my geological inquiries I have before acknowledged, had come from Cape Breton to meet me, and with him and Mr. Dawson I examined the cliffs of the East River, accompanied by the superintendent of the Albion Mines, Mr. Poole, at whose house we were most kindly received. Here, during a week of intense heat, in the beginning of August (1842), I was frequently amused by watching the humming-birds, being able to approach unperceived, by aid of a Venetian blind, to within a few inches of them, while they were on the wing. They remained for many