

five miles the work is much heavier, as in that distance the Cobequid Mountains have to be crossed. The line from the Amherst side ascends from the valley by a grade, which nowhere exceeds 1 in 100, or 52 feet to a mile. In doing this, it creeps diagonally up the side of the mountain, crossing several very heavy gorges, and involving a large amount of work. Leaving the road, the Commissioners followed a footpath leading up the mountain, till they reached the line of railway where two of the heaviest gorges, about a mile apart, have to be crossed. The material is found to be more easily worked than was at first supposed, and it is believed that there will be less rock excavation than was anticipated. The forest up the side of the mountain, contains a very large quantity of hardwood, and we saw some of the largest trees of excellent hardwood that I have ever seen in any part of Canada. The line is cleared along the mountain side, and the view down the valleys exceedingly fine, especially that along the Wallace River.

Without getting to so high a point of land, no one would understand how large a quantity of land is already under cultivation.

From Folly Lake to Truro, the line is now finally located, and it is understood that tenders will at once be called for to complete this work. It will descend by rather heavy work to within about two miles of the iron mines, and then striking eastward, will cross the Folly river by a bridge, about eight hundred feet long, the banks being high and the valley wide. From Folly river the line is light and easy, running through low marsh land all the way to Truro.

Some hours were spent at the iron mines. It is believed that there is a large tract of iron country in the Cobequid Range; but this is the only place where it has yet been worked.

Galleries have been run back from the face of the hill side, and large quantities of ore extracted. The ore is carted about two miles to a blast furnace, in which charcoal is the fuel used. There is a small rolling-mill with furnaces, where the pig iron is made into bars, and these have acquired a high reputation for their quality, both in England and the United States.

What they want, however, is coal; and this will be obtained after the railway is completed from Spring Hill. A large foundry is now nearly completed at the mines, where, in a few days, they will commence the manufacture, from their own pig iron, of chilled wheels for railways.

There can be no doubt that, as soon as the coal and iron are brought into easy communication, that a most important industry will be developed, which must prove very valuable to the Dominion.

I do not think there is much necessity for my taking up very much more of your space.

The result of my observations and inquiries is, that upon the seven contracts, comprising about 170 miles, already let, work is actively progressing and being energetically pushed forward. That there are in all about 2,500