

Works, and others. By 9 o'clock we had reached Penrith, the line passing through orangeries, vineyards, and homesteads. Shortly after it was decided to stop at a convenient siding for breakfast. Proceeding onward after this, we began to ascend the Blue Mountains, which rise abruptly on the west side of the valley of the Nepean. The ascent is made by a zigzag on gradients, the steepest of which is 1 in 30. The line, on reaching the summit of Lapstone Hill, follows a winding course on the main range; and for 60 miles it pursues its tortuous way along the top of mountain ridges, until gaining an elevation of 3758 feet. Near the Clarence tunnel, on both sides of the line, is a vast expanse of mountain scenery, covered with forest timber, presenting a view indescribably wild and grand. The route which the railway takes is the only passable track over the mountains, the sides of which are covered with many varieties of the Eucalyptus (gum-tree), besides a profusion of flowering shrubs. Having now reached the zigzag, by which the line is taken along the face of a precipitous cliff, we descend into the Lithgow Valley. This zigzag is the greatest achievement of railway engineering in Australia, and it challenges admiration for its handsome appearance, as well as for the stupendous character of the undertaking. This portion of the line, over which we had travelled, cost in construction from 20,000*l.* to 25,000*l.* per mile. After an extensive survey, this