leys already cultivated to a considerable extent, and which offer every prospect of becoming excellant farming districts, when they are supplied with the means of getting their surplus productions forwarded to markets.

The line runs through a tolerably level country for nearly 40 miles east of Amherst without any heavy works or grades. For the next 25 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 the 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 a line of railway where two of the heaviest gorges, about a mile apart, have to be crossed. The material is found to be easier 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 mountains contains a very large quantity of hardwood, and we saw some of the largest trees of excellent hardwood timber 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 near the bridge, abought 800 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 discovery 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 enquiries 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 men employed, and that there is no present difficulty apprehended of a scarcity of labor. It is understood that four more contracts, covering about 84 miles of the road, will be at once advertised. That the heavy bridges at the Restigouche—the Miramichi will be also very soon put under contract, and that by the end of the present year very nearly the whole of the line will be under contract.

It is also very clear, that for a line of such length, the works are generally light, the engineering difficulties being exceedingly few. The line will therefore be constructed cheaply, and although it is not safe to prophecy, there would seem to be no doubt that the Intercolonial Railway will be completed for less than the amount stated in the Act of Parliament.

The country through which it will run from Riviere du Loup to Metis, is much the same as that from the former place to Quebec. Along the Metapedia Valley, the country has yet to be settled. But from the mouth of the Metapedia, down the valley of the Restigouche, and along the Bay of Chaleurs to the Miramichi, the country has already considerable settlement, and is capable of excellent agricultural results. The trade from the fisheries is already very large, and will be greatly stimulated when rapid means of communication are supplied.

Through New Brunswick and Nova Scotia, the line runs mainly through a very excellent country, which the railway will rapidly develop, and there are deposits of iron and coal which cannot fail to be most important branches of industry.

On the whole, my visit has caused me greatly to change the opinions which I had previously formed, and I feel persuaded that the Intercolonial Railway will be constructed at a moderate cost, and that upon a large part of the line there will rapidly develop a very much larger traffic than has ever yet been possible:—*Toronto Telegraph.*

WHAT MAKES COAL SO DEAR?

THE vast coal fields of Pennsylvania, are, to all practical intents and purposes, inexhaustible. They are supplied with all the needed apparatus for bringing their buried stores to the light of day. There is no lack of labor to work the mines, and yet coal is scarce, and the dearth of the article in the markets of course, runs up the price. This scarcity, it is alleged, and very justly, has been produced by artificial means. But the responsibility has, in most instances been charged to the owners of the mines.

This conclusion, however natural, is neither correct nor just. It is the laborers in the coal region who are *directly responsible for the present unreasonably high* prices. The miners and their assistants have from time to time insisted on higher rates of compensation. While all other labourers were receiving less pay they demanded more, and were, and are in a position to enforce their advances, however unreasonable they may be. To give an accurate idea of why coal is now higher than it was last spring, we make the following comparative extracts from the pay rolls of one of the largest mining company in the middle coal field. The months selected are April and July of the current year:—

	$ c.
Outside labour in April	10.50
Outside labour in July	16.50
Advance per week	6.00
Inside labour in April	11 50
Inside labour in July	17.75
Advance per week	6 25
Miners' wages, when working by the day, in April (per week)	14.00
Miners' wages, when working by the day, in July (per week)	23.00
Advance per week	9.00
Platform men, wages in April (per week)	10.50
Platform men, wages in July (per week)	16.50
Advance per week	6.00
Slate-pickers (boys,) in April (per week)	9 50
Slate-pickers (boys,) in July per week)	15.00
Advance per week	5 50
Engineers' wrges in April (per month)	65.00
Engineers' wages in July (per month)	102.00
Advance per month	37.00
Firemen's wages in April (per month)	55.00
Firemen's wages in July (per month)	85.00
Advance per month	29.00

Miners' wages, when cutting or mining coal, received in April, 90c. per car, making from $80 to $120 per month; in July he received for the same sized car $1 50, making from $130 to $200 per month.

Not content with receiving the above advance, the miners throughout our coal regions have formed a powerful and lawless organization under the title of the "Workingmen's Beneficial Association." This body, through stalwart and reckless committees, regulate the production of coal by restricting the owners and operators of the mines from getting out more than a certain number of cubic feet per day to a man, thus keeping down the supply in all the markets, and bringing about the scarcity, of which there is so much well-founded complaint.

This association has determined to advance the rates of compensation to miners and laborers in proportion to the rise of coal in this and other large cities. The operators in the Lehigh district have been notified that on every advance in price to the consumers, the miners' compensation must be raised at the rate of 15 per cent on the advance, and that of the laborers, or helpers 12½ per cent. As the miners have it in their power to regulate the amount sent to market and as the less they permit to be sent the higher their pay—there is no prospect of our having a well supplied market for a long time to come.

The question will be asked—Can the owners and operators of the mines do nothing to overcome the absolute power wielded by their employees? And we answer—they cannot. The miners are the majority. They are bold and reckless men, and if their requests are not complied with, will not only prevent by force others from working in their places at cheaper rates, but will, without hesitation, murder the superintendents or proprietors of collieries that have the temerity to conduct their business contrary to the expressed wishes of the miners and their assistants. Justice is easily set at defiance in the coal regions; the miners will not inform one against another, even in cases of murder, much less minor acts of violence, and woe to an outsider who would attempt to be their prosecutor in a court of law, or a witness against them; his life would not be worth a day's purchase.

These desperadoes control the mighty coal interests of our great State, And not until their present brutal power is wrested from them, and their employers placed at least on an equal with them, will there be a change in the condition of the coal market. Under the present system coal will become just as dear as it pleases the miners to make it. They not only fix their rates of compensation at exorbitant figures, but mete out the exact amount of coal that shall be sent to this and other consuming centres. With a knowledge of these facts the question of "What makes coal so dear?" is readily answered.—*Philadelphia Inquirer.*

THE AMERICAN CRUDE OIL TRADE.

THE Titusville (Penn.) *Herald*, in its monthly statement of the oil business for the past month, gives some interesting statistics, which we condense as follows:—

Production of crude oil in July, 362,607 bls., being an average of 11,697 barrels per day. Total production for the year from January 1st, 212 days, 2,255 988 barrels, or averaging 18,641 per day. The production for the same period in 1868 was 2,021,206 barrels, showing an increase this year 234,782 barrels. The number of new wells drilling is 310.

Stocks of crude, notwithstanding the increased yield, have declined, showing that the demand for oil is steadily increasing. On August 1, the total stock of crude oil in the American oil regions was only 314,246 barrels, while that of Canada is at least 375,000 barrels! The iron tankage for crude in the oil regions amounts to 1 208,039 barrels, of which 981,453 are empty, thus *showing how extensively the* stocks have become depreciated.

With reference to price, there were very few fluctuations of importance on the Creek during July, and for the greater part of the time the market was quiet, but firm. At the beginning of the month quotations were given at $5.35 to $5 45 at Miller and Titusville, and at $5.65 on the Lower Creek. There were variations of ten to twenty cents from these figures, but at the close the prices of the early part of the month were paid.

EXPORTS OF REFINED OIL.

Export of Petroleum from New New York from Jan. 1st to July 2nd, 1869:—

To	1869. Gallons.	1868. Gallons.
Liverpool	409,141	427,227
London	550,163	511,955
Cork	1,626,018	1,035,975
Havre	2 097 371	1 630,885
Marseilles	879,149	1,130,970
Antwerp	4,202,961	2,662 977
Bremen	4,450,434	3,867,437
Hamburg	1,764,407	488,455
Cronstadt, &c.	3,747,688	894,577
Other foreign parts	9,339,564	11,044,403
Total galls	29,064.896	23,704,861

The following is the quantity exported from other parts for the same period:—

From Boston	1,192,540	1,205,060
do. Philadelphia	11,536,832	15 137,736
do. Baltimore	699,993	1,047,546
do. Portland	....	153,131
Total	43,524,216	41,248,334
Total export from the U. States	13,429,865	17,543,473
Same time 1867	....	28,001,602
Same time 1866	....	25,665,735

ESTIMATE OF THE BRITISH CORN PROSPECTS.

ANOTHER brilliant week has further redeemed the present summer from the bad character it commenced with, and, so far as wheat is concerned, it could not have been better, the occasional coolness experienced preventing too hasty a maturity of the grain, and, contrary to all expectations, we can announce that we are on the eve of harvest. Samples of ripe grain have been exhibited at market from the neighbourhood of London of full average quality, though rather short. Others, however, have appeared thoroughly blighted from Essex, where, we hear, there is much of foot-rot, occasioned by excessive wet chills on the forward growth; others much blighted have been exhibited from the Fens. The well-drained loams will, therefore, as usual, carry the day, and the excessively heavy as well as the light lands are to go short. Hungary has about finished with a good quality, but doubtful yield, as have Italy, the South of France and Spain; but there are yet complaints of backwardness, and some rough weather in the north of Europe, while nearly the whole has yet to be gathered before we know what is our general stock of food. Prices as yet have stood remarkably well for the unexpected fineness of the weather; but there has been a decline generally of 1s. in this country, and about the same in France and Belgium. The barley and peas are said to be suffering for want of rain, as well as oats, potatoes, and many esculents; but there seem many indications that this is not far off and our only hope is that it will be smart and transient, lest the main crop should suffer. Of the course of the crops in Europe we do not hear universally favorable reports; and though we would hope for the best, no great, if any surplus, is to be reckoned on.—*Mark Lane Express.*