

on the one side by Sydney Harbor, and on the other by Louisburg Harbor.

Describing the former of these ports, with which it is connected by two lines of Railway, Admiral Bayfield, whose invaluable charts and surveys are well known, says it is "one of the finest ports in the world, equally easy of access and egress, and capable of containing any number of the largest ships in perfect safety." The harbor of Louisburg, to which a railroad will soon be in course of construction—the Glasgow and Cape Breton Coal and Railway Company having increased their capital from £100,000 Stg. to £200,000 Stg. to extend their road there—is accessible at all seasons, and is mentioned in very favorable terms, as well by Admiral Bayfield, as by Commodore Powell.

This Coal field lies within sight of the track of the lines of Steamers which carry on the commerce between the country lying West of the Gulf of St. Lawrence and the Continent of Europe, and is within seventy-five miles of the course followed by the Steamers plying between Northern Europe and North America, and will probably supply Coal for all these lines, and eventually become one of the greatest coaling depots in the world.

Your Coal area, which is known on the map in the Government Office of Mines as number 59, is situated in the most favorable position in this Basin for convenience and cheapness of mining and transportation. It contains six hundred and forty acres.

Professor Dawson, President of McGill College at Montreal, in his celebrated work on Acadian Geology, page 416, describes ten distinct workable Coal Seams actually measured, underlying your property, making in all thirty-eight feet in vertical thickness—or upwards of thirty-five millions of tons of coal. In this Province it has not been customary to estimate the probable value of Coal property lower than 20c per ton on the total quantity known to be contained in the area, which is considerably lower than the rule applied in Pennsylvania, the chief Coal dis-