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gray grindstone, occupy the shore from Apple River to Hetty Point. The red sandstone largely predominates; gray sandstone comes next in abundance, while the shales are scarce, dipping 123° at a very low angle. From Hetty Point to Two Mile Brook the cliffs are scarcely broken and show a large proportion of greenish-gray conglomerate among beds of rusty-brown sandstone, while similar rocks are met on the road to Sand River. Layers of red shale then become more frequent among the pebbly rocks, and the dip at one point increases to 160°-50°. Immediately south of Sand River the rocks are also highly tilted, but there is no change in their character as far as the point north-east of the river, where greenish and rusty-gray sandstone and conglomerate are overlaid by a considerable thickness of red shale, which extends up the river to within 450 yards of the saw-mill. The pebbly sandstones are full of large plants and weather-rusty just as in the cliffs to the south-westward. Toward Sand Cove, lower beds are rapidly underlain by rocks containing much more red shale; but the pebbly layers are still abundant and rusty-brown sandstones largely exposed, sometimes considerably broken, but perhaps only by folding of the shales upon the massive gray sandstones, the general dip being low. The gray conglomerate of Fitzgibbon Brook, near Shulie, some of the pebbles of which are nine inches in diameter, is precisely like that of Apple River: it is underlain by red shale and gray fine sandstone, and by gray sandstone with pebbly patches, the shore running nearly on the strike. From the bridge on Shulie River to the mouth the section is slightly ascending, the strata being alternations of red shales with gray and rusty-brown sandstone, including several pebbly patches. At the point west of the mouth, rusty-gray and greenish-gray sandstones include three layers of red shale 18 inches thick, beyond which there is a descent to Fitzgibbon Brook.

On Shulie River, below the road from Sand River to Halfway River, gray sandstone, usually flaggy and seldom coarse, with occasional beds of red marl, presents a nearly horizontal southerly dip. Lower down gray flags dip 87°-14°, while nearer the shore greenish-gray conglomerate is found. On the Halfway River road, mentioned above, east of Jenks Meadow Brook, great blocks of greenish and gray conglomerate are found, succeeded nearer Harrison's by others from the underlying red conglomerate.

A good section of the rocks south of Ragged Reef is cut by the large stream at Two Rivers. At the road are large outcrops of gray sandstone, some of which is coarse, overlaid by greenish-gray and reddish-gray shale dipping 197°-9°; while upstream similar rocks, largely conglomerates, with fossil trunks of drifted trees, extend two miles up to a driving dam, at which rusty-gray sandstone dips 200°-11°. The West Branch of River Hebert and Atkinson Brook also expose Permian rocks consisting in the latter, near the river, of gray, rusty, flaggy sandstone with pebbly patches, dipping 170°-8°, and not unlike the rocks of Upper Maccan River. Higher up the dip becomes northerly, the rocks being gray and brownish sandy flags and shales with layers of coarse grit.

Through the kindness of Mr. J. R. Cowans we obtained plans of the levels, slopes and faults of the working on the three coal seams at present mined at Springhill, to supplement investigations made by Mr. Scott Barlow and Dr. Ellis in former years. In this extension, north and south, the workings have not passed beyond the ground proved by Mr. Barlow, but interesting questions have been suggested by the workings to the deep. Records of deep borings in this field, furnished by Mr. R. P. Fraser, Mr. James Baird and Mr. Wm. Hall will also prove of value in the determination of the structure. In the little brook that flows past the station at Saltsprings, and about 1,000 feet from the Intercolonial Railway, a small seam of coal has been opened by a shaft or slope more than 150 feet deep, the inclination at the surface being vertical but flattening to 66° and the direction being 305°; while nearer the railway the dip varies from 55° to 39°. At a depth of forty-five feet an adit connects the shaft with the brook, and lower down a level has been driven north-eastward a considerable distance. The coal is irregular in thickness, being in one place, it is said, seven feet.

The section on the brook is as follows:—

| | Ft. In. |
|--|---------|
| 1. Red argillaceous shale with bands of gray sandstone..... | 0 |
| 2. Coaly shale with a streak of coal..... | 3 0 |
| 3. Greenish, crumbly argillaceous shale, of considerable thickness . | 1 10 |
| 4. Soft argillaceous shale with rootlets..... | 0 6 |
| 5. Coaly shale and clay in thin layers..... | 2 0 |
| 6. Good coal..... | 0 7 |
| 7. Clay with rootlets..... | 1 8 |
| 8. Coal, somewhat impure..... | 4 9 |
| 9. Soft argillaceous underclay. | |

This seam is supposed by some to be the 2 ft. 6 in. seam worked at Sand Run mine and on the Springhill and Oxford railway, and shown on Mr. Barlow's map. The thickness, however, is greater and the roof is different.

In the small brook about a mile east of the Styles mine and about 100 yards west of the Economy road, two seams of coal ten feet apart, very irregular in thickness and impure in quality, according to Mr. McCarthy, but containing ten inches of good coal, have been lately opened, at what is called the Stanley mine, in several small shafts, the measures dipping at an angle of 45°.

Mr. Eston also spent two or three weeks in the Pictou coal-field to add to the topography of the large map of that district. In Hants county he surveyed with odometer 320 miles of roads between Maitland and Windsor, and in the centre of the county; while Ryan Creek and many streams in the neighborhood of Shubenacadie and Elmsdale were surveyed by Messrs. McLeod and McLean.

The expenditure on the season's explorations, including the salaries of all assistants, was \$1,630.