opoly. In 1840 the price was stated to be 18s. for round coal, the slack being of no value.

When it is stated that up to 1842 there had been about £180,000 invested in the Pictou mines, it is evident that the labours of twenty-five years had been anything but remunerative. In this year the association represented to Lord Viscount Falkland, governor of the province, that the association had raised from all the mines 39,333 Newcastle chaldrons, and that being dependent on the United States for their market, they were threatened with serious loss, as the American Government had increased the duty from $1.00 to $2.20 per chaldron, and the completion of the Reading and the Baltimore & Cumberland Railways had materially lessened the cost of competing coal at the seaboard. The combined duty and cheapened transport had led to a large consumption of anthracite coal, and practically stopped the imports of Nova Scotia coal. In consequence of this representation the company was allowed to raise in 1843, 40,000 chaldrons for the payment of the fixed rent of £3,000 sterling, instead of 20,000. However, even with lowered prices for coal, the shipments fell off 5,783 chaldrons in this year. This decline in output led the governor to report adversely against a proposal from the home government to extend the privilege of raising a larger amount for the fixed rental.

Shortly after this a charter was granted the company by the Provincial Legislature, and a long law suit with the assignees of the Duke of York settled.

The complaints made by the association of the heavy burden imposed on them by the rents and royalties were met by statements that the operations of the company in Pictou had been marked by needless extravagance.

A special report on the mines in 1841 was made to the Provincial Government by George Wightman. He reported, that not including losses from underground fires estimated at £6,891, large losses had been occasioned by the following causes: Unduly large purchases of real estate, fluctuation in the management, unnecessarily expensive work, waste of stores and materials, and imperfect system of works.

His summary of the actual over expenditures made on works compared with what would have been their fair cost amounted to £43,470. He estimated that an efficient railway could have been built for £30,000 less than the actual cost. The cost incurred in securing a level road being so high that the fixed charge thereby imposed per ton of coal carried over it was in excess of the transport expenses incidental to a road having a variety of grades.

He quotes the experience of Carr, who worked prior to 1827, on a small scale, and mined coal at a cost of 10s. per chaldron, and retailed it at 13s., while the company working on a large scale with every appliance