picturesque. Amateur geologists looking at the upthrows and downthrows, critically scanning the surface with its gulches and its hills, would at once declare the country "broken" and the metals disturbed. But he would be far off. Here we have proof that there may be surface disturbances which penetrate no great depth, or, in other words, which do not interfere with the regularity of the underlying strata.

How does one get to this picturesque spot, which at no distant day is to be the hive of industrious workers, and perhaps rob the country side of much of its romance? From North Sydney the distance is twelve miles across the country. After a few miles from the starting point the Little Bras D'Or bridge is crossed, a handsome iron bridge with a draw big enough to let the *Lucania* through. This bridge must be of immense benefit to the inhabitants of Boularderie Island. Previous to its construction a ferry, with its inconveniences, was the means the islanders had of communication with the "mainland." When a doctor wanted at night then search for and shout for the ferryman. Boularderie seems to be a favorite corner with thrifty people. The island has to be traversed to reach Big Bras D'or. Here there is no bridge and the ferry man is hailed. There is just, in crossing, the least bit of excitement when the little boat gets into the lumpy current, and bobs up and down, but it is only for a minute or so. The ferry man is asked why he prefers to steer with oars hanging over the side rather than with a helm, and his reply is that as he has to manage the sail he has more command with the oar. This is one of those things a landsman doesn't understand. Again on the mainland and no signs of a colliery. A walk of half a mile brings us to the adit or water level. Included in the "us" is Mr. John Burchell, of Sydney, one of the proprietors of the mine, and the writer. The latter was brought to this adit in order to be convinced that however perplexing were the surface indications, there was no doubt as to the regularity of the seam. This adit is over a half mile from the slope, and is driven that distance through unbroken coal. Not until we are almost on top of the colliery is it noticed. It is so situated in a valley or hollow that one would imagine he was at a saw mill.

When the Messrs. Burchell sold to the syndicate the "Gardner" mines, which they had successfully tackled in face of warnings and entreaties, they cast about for more difficulties to master. They could not have hit on a better place, one would declare, for the expenditure of energy, than the New Campbellton mines, now called the Cape Breton colliery. The mine was worked as far back as 61 or 62. In former days there was a tunnel driven into the side of the mountain, and the coal, which was on end, taken out that way. The tunnel connected with a six foot seam and a four foot. Afterwards a slope was driven on the four foot seam a distance of 700 feet. The level however, was at a depth of 500 feet, leaving 200 feet of driven slope below the level. From the 500 feet level considerable quantities of coal were taken. Some 10,000 tons or more were shipped from the tunnel and the slope. The greatest years shipments were in 66, when 8,000 tons were shipped. The colliery went down *after the reciprocity treaty*, and was idle until 74 when a fresh start was made but which did not long continue. There were several reasons for the stoppage. The mine was expensive to work owing to the method of management. To haul the coal from the mine to the shipping place, a distance of say two miles, no fewer than 18 horses were employed. The tubs used were heavy and hard to handle. Again the coal was not properly cleaned of the shale which comes down with the coal when blown. Primitive modes only of cleaning, working and shipping the coal were employed, and the coal, therefore, cost more than it was sold for.

The Messrs. Burchell were confident of making the venture a successful one. The coal is of excellent quality, no better on the island. It is a free burner, is lasty, and has less dense black smoke when consuming than a majority of Cape Breton coals. The analysis is as follows:—

Volatile and combustible matter	41.84
Fixed carbon	50.48
Moisture	3 50
Sulphur	2.28
Ash	1.90

This is a very small per centage of ash. Even when the coal was imperfectly cleaned, it was regarded highly for heating and steam purposes. Simonds, the Halifax founders, gave testimony of its being equal to any C. B. coal Edward Morrison, and Fraser, Grand & Co., also of Halifax, gave the coal a splendid name. B O'Neil and others of Halifax, also had words of praise. The Burrell, Johnson Co., of Yarmouth, were pleased with it. The coal which had not come into contact with pit water had a bright appearance. It is a good strong coal, not nearly so friable as many. It is sure to come into favor for house and steam purposes as soon as it is put freely on the market. The Burchells will adopt the best means of cleaning the coal. It will be hand picked on a moveable table.

Though it is only a few months since operations began, the work is well *forward. During that time the pit has been pumped out.* The slope has been laid to its full length. Levels north and south are being driven, and bords broken off in preparation for shipments this fall. Four cargoes have already been shipped. The pit is working double shifted Men are being hired daily. The seam is a four feet one. The angle is 12 degrees; a nice angle for most purposes. The coal will be shipped in the pit tubs holding a good ton The tubs are a combination of the improvements of tubs in general use. Meantime a horse is employed to haul these to and from the wharf In a short time a locomotive, narrow gauged, built by the Baldwin Locomotive Works, will be landed. The engine is said to be a beauty, and its weight 16 tons large enough for all purposes. It is supplied with vacuum brakes, as is also the tender, which will allow of the dispensing with brakes on the cars.

The shipping place is in a romantic looking cove, a mile and a quarter from the slope, called Kolly's Cove. A substanial wharf with three tracks has been built. In length it is 250 feet, and 24 feet high. The depth of water at the shoot is 18 feet. As it is not expected large sized vessels will be employed there is plenty depth. The proprietors expect next summer to capture a large slice of the local trade and to do a big trade with Newfoundland and P. E. I. An effort will be made to ship 50,000 tons next year. The Burchells are to be commended for their enterprise, and it is to be hoped their efforts to make this a big colliery will be crowned with success. From their management of the Gardener there is little doubt but they will make a success of the Cape Breton Colliery.—*The Journal and News.*

Among the South African Diamond Fields.—Barnato Bros. have purchased from the De Beers Company the whole of their remaining stock of diamonds to the value of half a million pounds The price averages 10 per cent. over that of the last deal. There are pretty loud whispers, nevertheless, that these dazzling purchases are only arranged with the view of keeping up the market. Messrs Barnato are, I think, far too shrewd to buy in such vast quantities in a falling market without some guarantee. Related in strict accuracy, the history of the South African diamond fields would read like some wild romance and it seems we are now at the end of the marvels. I have previously referred to the discovery of old mines where the search for diamonds has manifestly been carried on in prehistoric ages. A few days ago there was discovered near Winburg, in the Orange Free State, still another of these ancient diamond mines and the exploration so far has furnished much food for speculation. The discovery was quite accidental. In a sequestered valley, rarely visited by Europeans, a shepherd found within a clump of trees what appeared to be a shaft covered by dry brushwood and stones. The tools found are of good iron but of primitive design and the skeletons indicate a race of men between seven and eight feet in height. In one case there were iron manacles on the ankles leading one to the supposition that the mines might have been worked by slaves. Everything around seems to show that the workings had been suddenly abandoned and that hurried efforts had been made to hide the mouth of the shaft. It is also supposed that so eager was somebody to close the shaft that time was not permitted the workmen to leave it, and they were entombed. The shaft was about thirty feet deep and the ground seems to have been brought to the surface by a windlass which had been thrown to the bottom The tunnelling had proceeded about twenty yards in three directions where the diamondiferous ground had been reached. This ground seems to be fairly rich as several diamonds were discovered in removing the debris. The owner of the land, which was previously almost worthless, now asks a considerable sum for it and probably the old mine will be again worked. The question who were these old diamond diggers, can not be answered, as the natives have not even a tradition respecting them. Near Kerksdorp, in the Transvaal, a number of green diamonds *have been found in the gold formation. They vary from one to three* karats in size. At Johannesburg, white stones continue to be found in the gold reefs. This is unusual and has given rise to much speculation as to how the gems got lodged in such strata. Work goes on steadily at the River Diggings and the variations of luck are phenomenal. An old German sea cook who had had no previous experience began digging a fortnight ago and has found stones worth £2,500. Other experienced diggers working within a few yards have found absolutely nothing for months.—*The Jeweler's Circular and Horological Review.*

HALIFAX STOCK EXCHANGE.

These quotations are furnished by J. C. Mackintosh, Banker and Broker, 166 Hollis St., Halifax, N. S. Nov. 9.

	Par of Share.	Buyer.	Seller.
Bank of Nova Scotia	$100	164	169½
Bank of B. N. America	243.33	245	250
Merchants Bank	100	134	139½
Union Bank	50	119	122
People's Bank	20	113	116½
Halifax Bank	20	113	116½
Bank of Yarmouth	75	121½	...
Exchange Bank of Yarmouth	70	103½	...
Com Bank of Windsor	40	107	110
Acadia Fire Insurance Co.	20	130	137
Halifax Fire Insurance Co.	20	120	127
Eastern Assurance (25 pd.)	100	...	50
N. S. Marine Ins. Co. (37½ pd)	100	...	50
E. C. Sav's & L'n Co, Bonds	100	99	100
" " " Stock (50% pd. up)	100	100	102
N. S. Telephone Co.	10	100	104
Halifax Gas Light Co.	40	93	95
Dom. Coal Co., Bonds	500	...	98
" " " Pref'ed Stock	100	...	98
" " " Com. Stock	100	10	18
N. G. C. I. & R. Co., pref'ed	100	65	90
" " " common	100	...	75
N. S. St'l & F'ge Co., pref'ed	100		100
" " " common	100		100
Halifax & Nfld. S. S. Co.	100	50	75
Canada & Nfld. S. S. Co.	100	...	99
Yarmouth S. S. Co.	100	...	70
Coastal Steam Packet Co.	100	...	90
Hx. & Lunenb'g Steams'p Co	100	...	90
Acadia Sugar Refinery	500	...	
Dom. Cotton Co., Bonds	250 / 500 / 1000	100	101
Dom. Cotton Co., Stock	100	116	119
Bras d'Or Lime Co., Bonds	250	..	100
Starr Manufacturing Co.	100	20	30
Rhodes, Curry & Co., Ltd.	50	...	100
St. of Canso Marine Ry Co.	50	30	50
N. S. Furnishing Co, Ltd.	100	...	100
McDougall Distillery Co.	100	...	99
" " " bonds	500	...	98
Dartmouth Electric Light Co.	...	...	90