

After nine years of development in 1836 there were 30,678 chaldrons raised. To effect this output there were employed :

1 Resident manager,	2 Sawyers,	48 Labourers,
6 Clerks and overmen,	1 Stable-keeper,	4 Wharfmen,
66 Colliers,	1 Woodman,	2 Farmers,
28 Drivers,	1 Saddler,	32 Brickmakers,
3 Engineers,	1 Groom,	28 Foundrymen,
8 Carpenters,	18 Surface drivers,	5 Sailors,
7 Masons,	8 Bankhead men,	10 Ship carpenters,
3 Blacksmiths,	2 Pick carriers,	50 Shipping labourers.

335

For an economic output the proportion of colliers should have been one-half of the total number employed, instead of one-fifth.

In 1838 the number of employes had increased to 619, the proportion of colliers being slightly larger, but the production was only 28,506 chaldrons, the cost per chaldron of screened coal being 12s. 2d. currency.

When the first attempt was made to work coal systematically in 1818, a rough tramway was built from the mines to a point on the East River, a few hundred yards distant, which could be reached by barges at high tide. In 1827 when the association began to mine on a large scale, attention was directed to the necessity of improved shipping facilities, and a wharf was built a short distance above New Glasgow which could be reached by boats at low water. A railway was built and horses used to draw the coals from the pits. Barges received the coal, and they were towed by a steamer to the harbour where their loads were transferred to the vessels.

About the year 1834 a further improvement was made by continuing the railroad to a point about one-half a mile below New Glasgow where a set of loading shoots were built, traces of which still remain. At this point vessels drawing seven feet of water could be loaded at any tide and pass the various bars in the river. Vessels of a larger draught were partly loaded at the wharfs, and received the remainder of their cargoes from lighters in the harbour. The necessity of deepening the channel of the river next engaged attention, and a bill for this purpose was introduced in the Provincial Legislature in 1836. This bill passed, but the dislike and jealousy with which the General Mining Association were viewed, led to the incorporation of a clause calling in question the wisdom of the grant to the Duke of York, and the Act was disallowed by the Imperial Government. A similar bill introduced the following year was thrown out, as the New Glasgow people objected to the power sought to allow the company to levy toll on vessels using the improved navigation. The system of transportation and loading are described as indifferent, but capable of improvement. However, it was decided that a new road should be built to the harbour itself.