

Tangier—15 mines worked, 65 miners, 53 tons quartz and alluvium crushed; yield, 46 ozs. 4 dwts. 11 grs.

Montague—3 mines worked, 42 miners, 15 tons quartz crushed; yield, 29 ozs. 7 dwts. 15 grs.

Waverly—18 mines worked, 330 miners, 728 tons quartz crushed; yield, 387 ozs. 7 dwts. 18 grs.

Oldham—28 mines worked, 150 miners, 107 tons quartz crushed: yield, 127 ozs. 13 dwts. 3 grs.

Renfrew—10 mines worked, 42 miners, 74 tons quartz crushed; yield, 54 ozs. 11 dwts. 18 grs.

The returns from the Ovens are incomplete, but indicate that little mining is being done in that district. Those from Stormont, Isaac's Harbour, show that there were 55 men employed last month and 70 tons of quartz raised, but does not state whether it was crushed nor the yield of gold.

The total number of mines being worked in the various districts enumerated in March were 100; miners employed, 831; quartz crushed, 1,620 tons; total yield of gold, 1,605 ozs. 4 dwts. 15 grs. The average yield of gold per ton, 19 dwts. 13 grs.; maximum yield, 21 ozs. There were in all 32 quartz mills, 22 of which were driven by steam, and 10 by water power.

From the above it appears that the total yield of gold for the quarter ending 31st March was 4,010 ozs. 18 dwts. 3 grs.; number of mines worked, 279; average number of miners employed, 2,422. The total value of the gold obtained, as per returns, at \$20 per oz., is \$30,378. The above statements do not give the entire amount of gold obtained from the mines, as large quantities are secured in nuggets, which, with rich specimens, do not pass through the crushers, and consequently are not enumerated in the returns.—*Chronicle*, May 12.

PUBLIC WORKS, RAILWAYS, ETC.

Railway communication is as yet of limited extent, which is a singular fact, inasmuch as Halifax is the nearest port on the American continent to Europe, and, with its splendid harbour open at all seasons of the year, is the natural terminus of the line which is destined to connect the seaboard with Canada and the Western States. Of late years considerable attention has been bestowed upon this Inter-colonial Railway, as it is called; but as yet no arrangement has been come to between the Imperial and Local Governments.

The Government of Nova Scotia have, however, constructed a trunk line extending from Halifax to Truro, with a branch to Windsor; the whole distance being about 92 miles. The management of the line is in the hands of the Government, and the original intention was to construct the line to Pictou on the St. Lawrence, and to Annapolis on the Bay of Fundy, whilst the main line would be available for the intercolonial scheme. The continuation of this line to Pictou has just received legislative sanction.

The canals are one which connects Halifax with Cobequid Bay, in conjunction with the Shubenacadie River, and to Dartmouth Lakes, and the St. Peter's Canal in Cape Breton.

The roads of Nova Scotia are numerous, and generally in good condition. There is an excellent post-office communication to all parts of the province; an uniform postal rate of 5 cents per half ounce is established throughout the North American continental provinces.

The Nova Scotia Telegraph Company has a line of 1151 miles in length, connecting every county with Halifax. Its line, with those of the New Brunswick and Newfoundland Companies, is leased to the