

water to be seen in the mine. It is a remarkably dry one. Thus he contended the ventilation of the mine was perfect, and their safety insured. However, for use in explorations in disused portions of the mine, he kept several safety lamps, of the latest as well as earliest patterns, in his snugery or office off the stables. The men's work is measured by the square yard of coal removed. The old way of measuring was by the car load, but then the loader managed the loading in a very different manner from that employed now. He piled it in as some venders of cord-wood love to pile their wood, with plenty of room for ventilation between the pieces. A good miner will make 7s. to 8s. or 9s. per diem. The engine, when at work, pulls up 200 cars a day, weighing about $\frac{3}{4}$ of a ton each. At the head of the shaft four of these are dumped, in the manner before described, into one car upon the tram-way, and upon that hauled off to the loading ground. This would make about 150 tons per day raised from the pit. From the three pits the quantities raised are nearly 115,000 tons per annum, or nearly 320 tons per day, including Sundays. The returns furnished are as follows :—

Abstract of Returns of Coal Raised, Sold, and Exported in the year ending 31st Dec. 1858.

	Large Coal.	Slack Coal.
Total quantity raised and sold in tons.....	100,607 $\frac{1}{2}$	14,344 $\frac{1}{2}$

Of this there was—

Sold for home consumption.....	9,212 $\frac{1}{2}$	4,519 $\frac{1}{2}$
Exported to the United States.....	89,217	6,396
Exported to the neighboring Colonies.....	2,178	3,419

The following additional statistics are extracted from the

REPORT OF SUPERINTENDENT OF MINES.

Area of coal tract owned here by the General Mining Association is four square miles, in a parallelogram, of which the longest side is three miles. Length of railroad from mines to loading ground, six miles. There are three shafts open. Number of men employed, 398. These are lodged in 15 stone and brick, and 234 wooden, houses belonging to the Company. In 1858, there were on the works 4 steam engines, employed in raising coal, 1 pumping engine, and 6 locomotive engines on the railway.

These mines, like the Sidney, and the most valuable elsewhere in Nova Scotia, belong to the General Mining Association. All the mines of the Province, not then granted, were in 1826 conveyed by the Imperial Government (then holding and managing the lands in all the Provinces) to the late Duke of York for 60 years. By him, or his heirs they have been transferred to this Association for a valuable consideration. This has constituted one of the great grievances of the Nova Scotians in times past. Of late a compromise has been proposed, by which the Mining Association are to be limited, if I am rightly informed, to such mines as they may open and effectively work within a certain time. So they have been at work, with a very keen scent after profits, to get the most valuable into their hands. I am indebted to the source already acknowledged for the following further information about the resources of Pictou :—