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go on as tenants at will, subject to six months' notice. They held the mines until February 5, 1800, upon these terms. To ensure the proper and efficient working of the mines. Sir John Wentworth, the Governor of Nova Scotia, suggested to the Secretary of State, in 1792, that it would be advisable to send out a competent engineer to inspect the mines, and to construct a stone pier at a more convenient place for shipment, as vessels were often detained waiting for their cargoes. Acting upon this suggestion, the British Government, in 1793, sent out Mr. Miller, a mining engineer, who proposed to erect a pier at Indian Cove at an estimated cost of 2,822 £. ; but this was not approved by the Government, as it was considered the amount of the coal sales did not justify such an outlay, especially since the lessees of the mines had just rebuilt the old wharf. Mr. Miller held the office of Government Superintendent of the mines until his death in 1799. (Mr. Miller was probably the first person who noticed the fossil trees...in the coal measures of Cape Breton. In a private letter, addressed to Mr. King, the Under Secretary of State, he says: "I had some thoughts of sending a cask of petrified branches of trees, in part converted into coal, to my Lord Duke, if I was assured it would be acceptable to his Grace. This phenomenon favours the opinion that coal strata are no other than decayed forests compressed, indurated, and petrified. I could also send a trunk of a large tree petrified.") On reference to the Table I, it will be seen that the sales of coal, trifling as they were in amount, were subject to great fluctuations. This was owing, in a great measure, to the extensive depredations committed on the coal seams in the cliffs along the coast. In one year more than 700 tons were taken from Cow Bay and other places to the island of St. Pierre alone. On October 11, 1790, the Governor informed the Secretary of State that at least three cruisers would be required to stop this illicit traffic. In the course of

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