

IRISH SLATE QUARRIES.

There seems at the present moment a sort of preference with English Capitalists in favour of Irish slate quarries, where they have at last found out it does not require fortunes to discover veins, but in many localities can go and see them quite at surface for some miles in length on the rugged slate formation of the County Cork.

In the immediate neighbourhood of Carrigbue and Drimoleague (the great slate centres of the district,) may be observed by the practiced eye of a quarry seeker, the fences along the roads built with fine blocks of the blue slate material, while the houses surrounding give unmistakeable evidences of being near some Quarries in operation and contrasting strongly with the thatched cottages a few miles away. The local consumption being almost incredible with a daily increasing demand that cannot be supplied, if the small and courser kinds of slate that are principally used, whilst the larger sizes and superior kinds are more advantageously sold to the English and other good markets. We are informed some extensive operations are about to be commenced at the "Gortnascreeny" and "Dromasta" quarries, near the Village of Drimoleague, and also at the Sea Lodge Quarry near Carrigbue, all offering advantages for a safe return not often to be found out of these districts, provided they are conducted in a thoroughly practical mode of working.—
Mining Journal.

THE KILCROHANE DISTRICT.

The peninsula of Meintervarra divides Bantry Bay from Dunmanus Bay, and from the bold and rocky cliffs which form the Sheepshead promontory, the distance to Carrigbue is over twenty miles. This district, we are informed, is rich in metalliferous mines, slate quarries, flag quarries, &c. About two miles to the north-east of the Sheepshead Tower, and near Evanson's Cove, the Gurtavallig Mine is situated. This mine was discovered as far back as 1845, by Capt. Wm. Thomas, and worked in a spirited manner till 1846-7, when the panic caused by the famine of that period put an end for the time to all speculations. In the opening of the mine, however, we understand, that over ninety tons of copper ore were raised and sold in Swansea, and that if the operations had been extended to a greater depth—for which steam-machinery would have been required—this mine, according to the opinion of competent judges, would long since have been a profitable concern. At the commencement of operations at Gurtavallig there was no road to the mine, except over rocks, cliffs, and bogs, but a road of some kind being indispensable, Colonel Beamish, the chairman of the company, applied to the Board of Works for a grant to assist in making a road. The reply he received was, that before the Board could do anything they must send down a surveyor, whose expenses (£20) must be paid by the company, and even then they would not guarantee that any assistance would be given. The then county-surveyor reported that it was inadvisable to make a road in the direction required. But, Capt. Thomas having made a survey and sketch of the intended road, Colt Beamish forwarded the sketch to the Board of Works, and the Board then granted £20. The company gave £50, which, with local subscriptions, made up the sum of £97 10s. This road of two miles in length was begun and finished in eleven weeks. The heads of poor families, representing two-hundred individuals, were alone employed, and were thus saved from starvation. Colonel Beamish was so well pleased at being instrumental in rendering assistance to these poor people, and the manner in which the work was performed, had a small pillar erected where the road was begun, in which was placed a marble slab with an inscription stating by whom the road was planned and executed, the number of people employed and supported by it, and the sum for which it was completed, by whom the money was subscribed, &c., during the famine of 1846-7. This pillar was so strongly built on a rock that it might have remained for hundreds of years as a memento of the famine, but, strange to say, when the locality was visited last week there was not a vestige of the pillar or inscription to be found. We have already mentioned that by the making of this road, which is of great benefit to the farmers of the district, two-hundred people for the space of eleven weeks were kept from starvation, and that it was begun and finished for the sum of £97 10s.; whereas, the Board of Works commenced a road in the same locality, upon which, we are informed, the sum of £10,000 were expended, and never finished a single yard. To the east of Gurtavallig, and on the same side of Bantry Bay, are the copper mines of Killeen and Glensalin, while still further east are the silver-lead mines

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