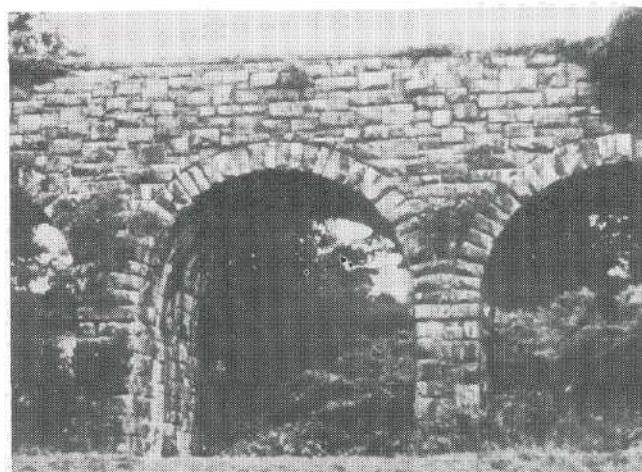


place. Smoke began immediately to issue from the shaft, and it was a considerable time before the miners could venture to work again. We were shown, in connection with this, an instrument at present being constructed, convenient to the fourth shaft, for clearing off the smoke more rapidly, and, by sending down fresh air, permits the men to commence work at once. 'No delay' seems to be the guiding principle of all concerned, and we do not believe that the work could be in better hands or under better management. Shaft No.2 is of the greatest depth, being about 200 feet to the top of the tunnel. About once in every quarter of an hour a load of stones arrives from the bottom. But when basalt dykes are met with, the slate in the neighbourhood is found to be of extraordinary hardness, and the work is very hard indeed, and consequently requires a greater amount of time and labour. The centre shaft, No.3, had been passed through more favourable strata, being composed mostly of soft sandstone. Taken on an average, the entire of the working parties make about four yards progress each day; but this calculation should not be positively adopted, as variations, in excess and under the average, are very frequent. The granite of the neighbourhood is used in the mason work along the line, and excellent granite the land produces. The tunnel at Loughgilly is 600 yards in length and has been cut through a short time ago, and the mason work is now in full play.

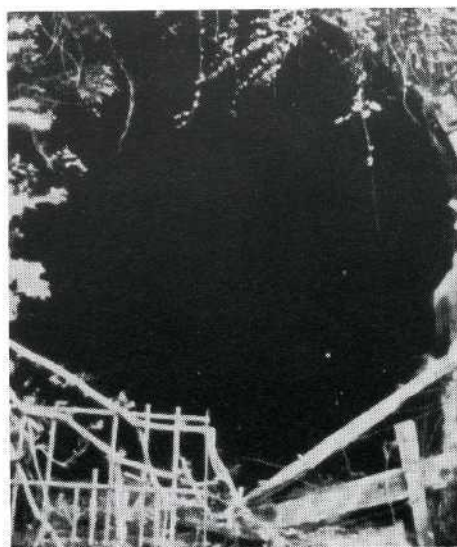
"There are a great number of labourers and workmen of all kinds employed on the line — a great portion of whom are Englishmen, chiefly those who are employed 'under the surface' in their own country. Neat cottages have been erected for their comfort, convenient to the tunnel, of the description usually met with in the mining districts of England. The cottages are partly of wood and partly of mason work, and the interior is clean, commodious, and well arranged. Sufficient accommodation has not yet been provided, but another 'row' of houses is being rapidly erected. Men who follow mining are, as a rule 'brought up to it' as they broadly express it and their pay is pretty fair. They work twelve hours and receive from 5 shillings to 6 shillings per day as compensation for their toil, and the dangers which they necessarily incur. From they commence work until they leave off, their clothes are completely saturated with the falling water, and one of the men whom we remarked as rising from shaft



Kilmonaghan Road Bridge, South of Jerrettspass



Tripe Arch 'under bridge' at Jerrettspass



Southern entrance to Lissummon Tunnel
—(the spot of light is the Northern exit)