

inside of timbers, which were 10x12 in. in caps and sills and 10x10 in. in the posts. This coal varies somewhat in thickness and character, but, where measured, was as follows:—Conglomerate roof, coal, 8 ft. 6 in. thick; 2 ft. 6 in. rock and shale parting; coal, 5 ft. thick, with a shale pavement.

The No. 2 mine is also opened out by an adit tunnel started a sufficient height above the valley to give working height for tipples and bins. This tunnel was started on the knoll forming the bank of the

When the properties were visited in July they were only being developed, and neither of the tipples nor the railway had been constructed; since then, however, the Nos. 1 and 2 mines have been fully equipped. Actual underground development had only been attempted on the two seams mentioned, but, from prospecting the outcrops, the company believes it has at least four workable seams on its properties, viz.:—The Jewel seam, which is the lowest stratigraphically, reported to be 18 ft. 6 in. thick; next to this, in ascending order, is 136 ft. of rock;



Nicola Valley Coal and Coke Co's Property—First Opening on Coal Gully.

Coldwater River, about half a mile to the south from the No. 1 mine, and is supposed to be driven on the second to lowest of the known seams, which seam is here about 5 ft. 6 in. thick with a 4-in. stone parting. About 200 ft. higher up the hill a slope has been started away from the outcrop, and was to follow the dip until it intersected the adit level at a point about 500 ft. from its mouth. It was the intention to use this slope as the return airway when the mine was opened up. The roof and pavement of the seam are good and sound, consisting of a fine-grained conglomerate or sandstone, the wash of a disintegrated granite.

then the Ells seam, 8 ft. 9 in. thick, followed by 136 ft. of rock; then the Major seam, 17 ft. 6 in. thick, above which is 89 ft. of rock, and then the Gem seam, 3 ft. thick.

The company shipped during the short portion of 1907 in which it was in operation, some 10,868 tons of coal. A spur leaving the Canadian Pacific Railway branch line from Spences Bridge to Nicola, at Merritt, between Coutlee and Nicola, has been built to connect with both tipples.

As indicating the quality of the coal, the following analyses are given, taken from Dr. R. W. Ells' report:—