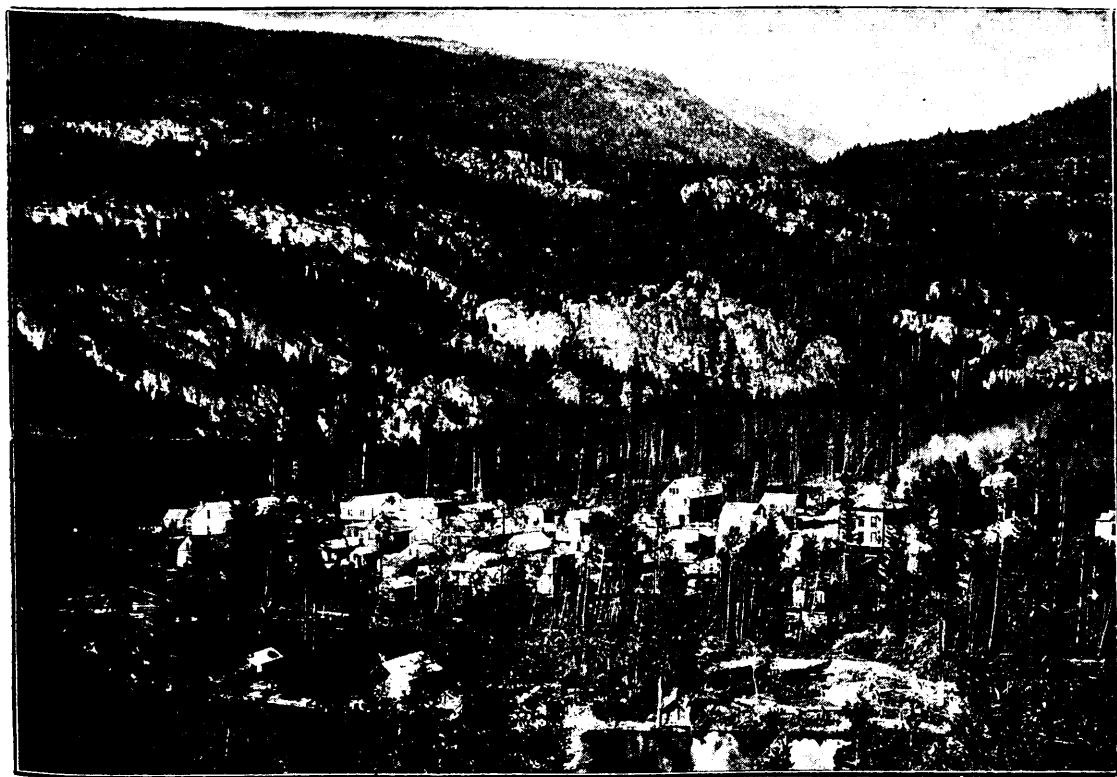


AN OLD ESTABLISHED COMPANY.

Of the established coal mining industries the oldest now in operation is that of the New Vancouver Coal Mining and Land Company, Limited, an English joint stock corporation, whose original charter dates from 1862. Its business has been conducted on so large a scale that during its existence of thirty-five years it is probable that the cash circulated by the company, for wages, services, machinery and supplies will foot up to as many millions. A vast concern—an honourable career.

The central works and principal shaft, or pit, of the Nanaimo Colliery, are in the precincts of the city of Nanaimo, where also the offices of the company are situated and all operations of the busy industry are carried out under the immediate supervision and direction of the company's well-known and popular Superintendent, Mr. Samuel M. Robins, J.P. The

feet in diameter and bricked where needed for safety by huge wedge-shaped blocks. The No. 2 shaft is all alike, but two feet less in diameter, and is sunk about 200 feet to the north of the No. 1, and sealed air-tight; it communicates with the ventilating fan by an underground passage through which the fan exhausts the noxious powder smoke, foul air and gases from the mine. Above the air shaft is placed, all ready for an emergency, a pit head frame with pulley, and at hand a winding engine with drum, and cable wound so that by removing part of the pit cover this means of rescue could be put in action in ten minutes and raise all men from the mine in case the other pit was blocked. A visit to the engine room of the fan house reveals the ponderous machine ever in motion, whirling round the enormous wheel thirty-six feet in diameter and twelve feet wide, that, with its air-sweeps, constitutes the fan,



SLOVAN CITY, B.C.—A VIEW FROM THE LAKE.

other colliery works and pits are at distances (miles apart) in the north, south and east coal fields of the company's broad estate of many thousand acres. Railways of standard gauge connect these works and pits with shipping wharves. The company's lines of railway also have sidings and connections with the E. & N. line for freight and other uses when required.

A description of the central pit, called the No. 1 shaft, on Esplanade, will afford a fair idea of what the rest are like.

A VISIT TO THE WORKS.

Taking the reader on an imaginary visit to the works, and having obtained from the genial manager, Mr. William McGregor, full leave to view, we seek the shaft, and there we find, not one, but two shafts, as by law required. No. 1, circular in form, eighteen

which, at forty revolutions, causes a current of air to circulate through the twenty miles of roads, ways and working places in the depths below of a volume of 150,000 cubic feet per minute. The wheel (fan) is encased in a special chamber (which looks like an odd addition to the engine room) and the impure air is forced up a conductor, where its heat causes it to ascend to heights above. This monster ventilating apparatus, known as the Guibal Fan, is an achievement of modern mechanical skill—the very shaft on which the wheel revolves is in its taper and make—to avoid the slightest tendency of warping—a model of skilful adaptation. Black, Hawthorn & Co., of Gateshead-on-Tyne, Eng., are the makers of the Guibal fan, which is doing such excellent work. The great cost of installing this fan in the first instance is outweighed by the complete