

AROUND THE COLLIERIES.

It is expected that the New Campbellton colliery will ship more coal this year than for several past years.

The I. C. R. called for tenders for some 440,000 tons of coal. It is said bids were received amounting to over a million tons. This does not look very much as if there was a combine. It is said that over a hundred thousand tons of Scotch coal has been offered for delivery at a Gulf port. Prices are about the same as last year except perhaps in the case of water borne coal. In order to compete with rail delivery the rail rate being placed at a quarter of a cent per ton per mile, bidders for water borne coal had to relax the price a little, even though they could not well afford to do so. The railway will effect a considerable saving this year, not owing so much to any reduction in price on the part of the shippers, as to the fact that coal that can be carried by water will not be taken by rail.

The Hub colliery of the Dom. Coal Co. is now producing all kinds of coal, picking tables, screens and other necessary appliances having been set in motion recently. The Hub is now in a position to ship its product in the best of condition. Of course the colliery can never be a big producer, at least not for a long time, as the workings are sub-marine. What difference does that mean? It means that at present only 30% of the coal can be extracted, in other words while the rooms are 20 feet wide and an occasional 'head' 12 ft. wide the pillars left standing are according to depth of workings from 50 x 75 to 70 x 75. The cover at present is 300 feet. After it has gained to 500 more coal may be taken. And for the same reason that it cannot be a big producer it cannot be a cheap producer. All the work may be classed as 'leading' work which is the most expensive.

As one travels round the Southern collieries of C. B. the names of Duggan, Dick, Donkin, Fergie, Blackett, and McCann are frequently heard as those of the greater lights, and among the lesser lights the names of—Well, now, how stupid, I was about to give some names as being in that class, forgetful that there are none such and forgetting also that I may have occasion to go to Cape Breton again ere long. But a name, belonging to one whose services count for very much, not so frequently heard, is that of Mr. Jos. Revere, the purchasing agent for the company. This may be due to the fact that Mr. Revere is not obtrusive or ubiquitous, but sticks to his own far away corner in the general office. It takes him all his time to attend to his highly important department. Where such vast supplies are bought very good judgement is necessary and Mr. Revere's judgement goes unchallenged. He is perhaps a trifle matter of fact, and it may be careless of sentiment, but the company is not a loser but perhaps a gainer thereby. Mr. Revere has been connected with the company since its organ-

ization, indeed if I mistake not he went to Glace Bay before the transfer of the areas occurred. A stranger at first blush might think Mr. Revere a little gruff, but instead of that he is held to be one of the most genial of the company's staff and that is saying a good deal when every one of the members of it is genial and gentle manly.

Though as regards volume the increased coal shipments of the Dom. Coal Co. are far and away above those of any of the other companies, yet in the matter of per centage of increase, the Intercolonial Coal Co. runs away with the laurels from its big competitor. While the increase in shipments of the Dom. Coal Co. for the six months ending June, shows the remarkable and gratifying gain of say 24% over the same period of last year the increase for the same periods in the case of the Drummond shows the phenomenal increase of 58%. The Nova Scotia Steel & Coal Co. also shows the splendid increase of 41% for the six months over those of 1905. All of the companies are showing most creditable increases in shipments and these increases will be added to month by month unless the men become too intoxicated with success to care for work.

There was no let up of work at the Allan Shafts on Dominion day. This is proof that there must be the best of relations between the management and the men.

The bankhead excepted, the Power House at Dom. No. 2 is the most extensive structure at the colliery. It is unpretentious in appearance, and looking at it from the outside one forms no correct idea of the space capacity of the interior. The building is some 270 feet long by 82 feet wide. The building with its contents represents a value not much short of a quarter of a million dollars, and not any of that large amount can be placed in the list of unnecessary expenditures. The building contains five compressors. Three of these are tandem, of Canadian Rand Drill Co. make. One is American and may be called three staged, and the fifth is of English make. The American

machine supplies air to the motors in the mine of which there are ten. The Rands, and the English machines furnish air to the pumps, to the stationary engines in the mine, and to the shearing and coal cutting machines. In the addition lately built to the power house are to be installed dynamos to supply light and power to the various mines where electricity is the motive power. The line connecting several of the collieries with the Power House is rapidly nearing completion. The consumption of compressed air at Dom. No. 2 is something startling. About 600,000 ft. per min. is required for Dom. No. 2, or the Phelan, and 120,000 feet per hour for the Hub or No. 9.