

Robert Dunsmuir & Sons, operating the Wellington colliery, comprising No. 1 shaft near Departure bay; and Nos. 3, 5 and 6 shafts at Wellington.

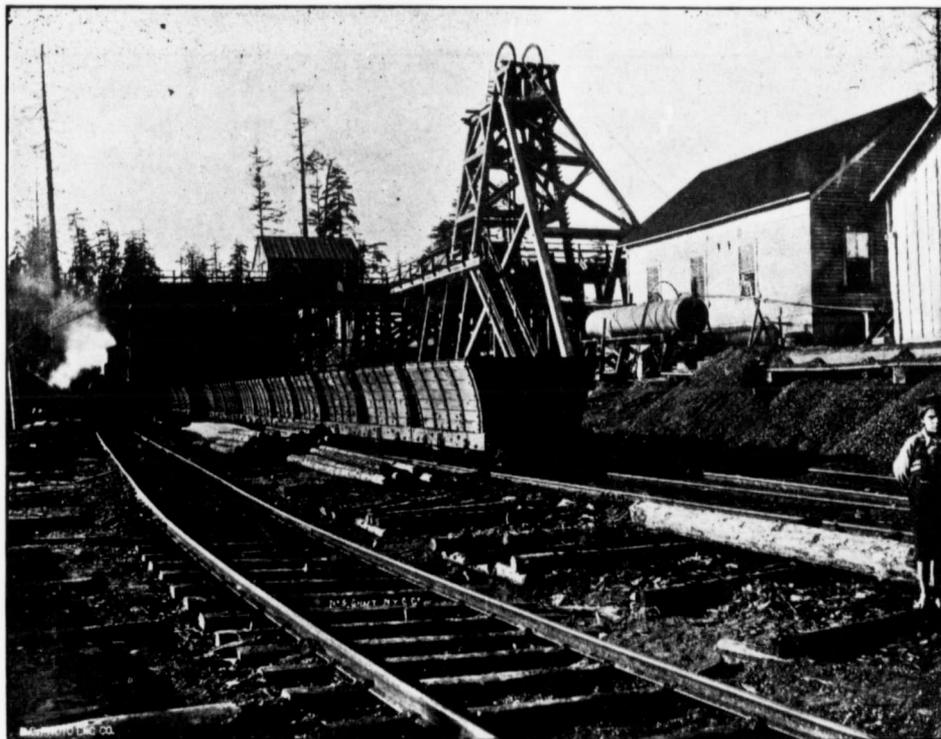
The Union Colliery Company of B. C., Ltd., operating the Union colliery, consisting of No. 4 slope, and Nos. 5 and 6 shafts in the Comox district; Wellington colliery in Douglas district known as the Extension mine, consisting of Nos. 1, 2 and 3 slopes, and Tunnel mine; the Alexandria colliery in the Cranberry district at Union bay, where coke, fire and ordinary brick are manufactured by the same company.

Although the workings, haulage and methods of ventilating have been described in various publications several times, the industry of coal mining is of such im-

portance on Vancouver Island that the writer deems it advisable to give a brief description of such in this article. Probably no more concise or comprehensive description can be obtained than that published in the reports of the Minister of Mines, from which the following is taken:

6 feet; No. 1 Esplanade shaft, worked by shaft, seam 5 to 12 feet.

Description and length of tramway plant, etc.: Railway to Southfield, six miles, with sidings; railway to No. 1 shaft, one mile, with sidings; railway from Northfield mine to wharf at Departure Bay, $4\frac{1}{2}$ miles; rails are of steel, 56 lbs. per yard, of standard gauge, viz., 4 feet $8\frac{1}{2}$ inches; 11 hauling and pumping engines, 19 steam pumps, 6 locomotives, 271 coal cars (6 tons), besides lumber and ballast cars; bunkers with capacity of 10,000 tons; fitting shops for machinery repairs, with turning lathes, boring, drilling, screw cutting machines, hydraulic press, steam hammer, etc.; diamond-boring machinery for exploratory work (bores to 4,000 feet);



PROTECTION ISLAND SHAFT NEW VANCOUVER COAL CO'S COLLIERY.

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NEW VANCOUVER COAL COMPANY'S MINE.

Name of seams or pits: Southfield No. 2, Southfield No. 5, No. 1 Esplanade shaft, No. 1 Northfield shaft, and Harewood mine.

Description of seams, tunnels, levels, shafts, etc., and number of same: Southfield No. 2, worked by slope, seam 6 to 10 feet; Southfield No. 5, worked by shaft, seam 5 to 10 feet; No. 1 Northfield shaft worked by shaft, seam 2 feet to 3 feet 6 inches; Protection Island shaft, worked by shaft, lower seam 4 feet, upper seam

150 horse-power electric plant, engines, boilers, dynamos, four 30 horse-power 8-ton locomotives, and one 15 horse-power locomotive; hauling and lighting equipment; wharves, 2,000 feet frontage, at which vessels of the largest tonnage can load at all stages of the tide.

A brief descriptions of the workings, etc., at No. 1 shaft, Esplanade, will suffice to give an idea of the workings, etc., at other shafts.

At a point on the Esplanade, to the east and to the dip of the site of the old Douglas pit, still to be seen between Nicol street and Victoria road, Nanaimo, a bore hole was put down in 1881 by the New Vancouver Coal Mining & Land Company. At a depth of 650 feet coal was reached and a seam 8 feet 6 inches thick was bored through.

The proximity of the shaft to the shipping docks has