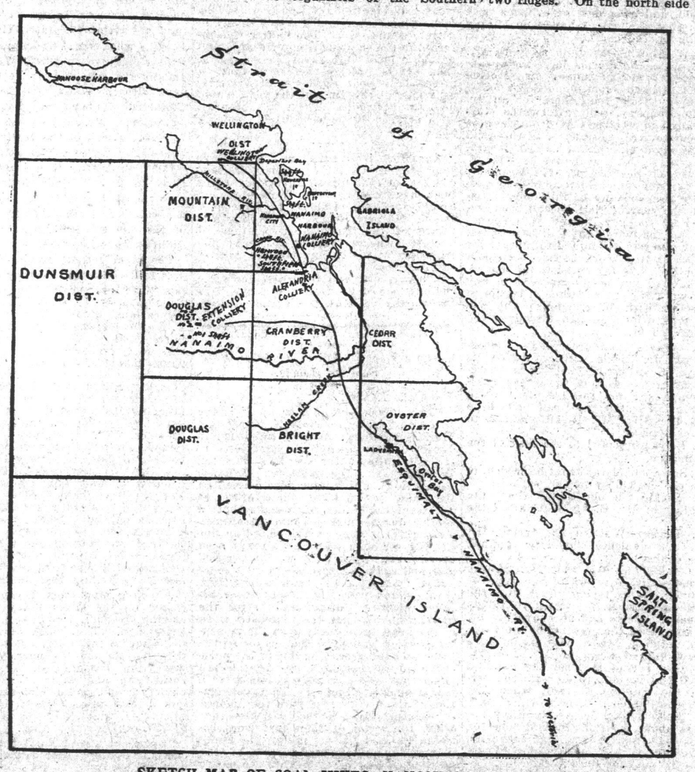
British Columbia Coal Fields.

By W. M. BREWER.

[Condensed from the Engineering and Mining Journal, to whose courtesy we are indebted for accompanying cuts.]

There is a historical feature connected with the discovery and development of the coal fields of British Columbia which is of sufficient interest to be referred to by the writer as an introduction to the following descriptive article of the various coal fields and collieries on Vancouver Island and the Mainland. Dr. George M. Dawson, Dominion geologist, in his report dated March 1, 1887, refers to the fact that Dr. W. F. Tolmie in 1835 was the first to make known the occurrence of coal on Vancouver Island. It was not until about 1849 that any systematic exploratory work was commenced. This was inaugurated by the Hudson's Bay Company, which brought a number of coal miners from England to Vancouver Island. Suquash, situated on the north-east coast, about semi-distant between Port McNeil and Beaver Harbor, and near the head of Queen Charlotte Sound, was selected for boring. Two miles to the west from Nanaimo, and secured 9,500 acres for an English company, which has since sold the tract to the New Vancouver Coal Mining & Land Company. Later he discovered the Wellington field, about six miles northerly from Nanaimo, which he acquired himself, a short time previous to the entrance by British Columbia into the federation of the provinces.

This portion of the history of the development of the coal mining industry in British Columbia is important, because as a direct result of Mr. Dunsmuir's work, it has followed the building of the Esquimalt & Nanaimo railway, as well as the opening up of the collieries at Wellington, Extension, Alexandria and Union, the latter about 50 miles up the east coast of the Island from Nanaimo. In all these enterprises he was, during his life, the prime mover and organizer. Associated with him in building the railroad and operating all the collieries, except Wellington, were the late Senator Leland Stanford, the late Charles Crocker, the late C. P. Huntington and General Bullard, of California, who were the organizers of the Southern Pacific railway. In the Wellington colliery some officers in the British navy were associated with Mr. Dunsmuir, but their interests were purchased by that gentleman previous to commencing construction of the Esquimalt & Nanaimo railway.



SKETCH MAP OF COAL MINES, VANCOUVER ISLAND.

Natural outcroppings of coal occur in many portions of the coal fields under consideration. The dip of the seams varies from about 1 foot in 12 feet to 1 foot in 5 feet, and the strike usually nearly east and west. The direction of the dip varies because of the number of anticlinals and synclinals which occur. On Gabriola Island there is apparently a basin covering considerable area where the coal dips towards a common centre from the various points of the compass. This has been demonstrated by diamond drill boring, as well as the fact that a thickness of nearly 2,000 feet of shale overlies the coal seam. The roof of the coal throughout the entire area is variable, sometimes being composed of conglomerate, at others of shale, and in some cases sandstone; the floor is sometimes sandstone, but usually shale. Fire-clay of commercial value is wanting in this portion of the Island.

There are two productive seams, known as the Douglas and the Wellington, the latter underlying the former. At the Nanaimo and Alexandria collieries the Douglas seam is mined, and on a portion of the Nanaimo field both seams are productive; but at the Wellington and Extension collieries the Wellington seam only is mined, the Douglas having been carried off by erosion.

Much faulting has occurred through this portion of the Island, which of course causes complications in the workings. For instance, a bore-hole on the Harewood property exposed a workable seam of coal, but a shaft sunk about 200 feet from the bore-hole failed to intersect the seam at the depth estimated, and later investigations proved that a fault had occurred in the space between the shaft and bore-hole, which was not apparent on the surface, and the down-throw had been 80 feet. Another instance is at Extension, where the main working tunnel was driven half a mile to catch the coal seam on the dip; beyond the intersection a fault occurred, and the tunnel being driven another half-mile, picked up apparently the same seam, the dip in both cases being to the south.

The total area of the productive territory cannot be estimated, because no accurate detailed geological survey has been made. With the exception of the Wellington colliery proper and the acreage owned by the New Vancouver Coal Mining & Land Company, and a few small holdings, the entire field is included in the land grant of the Esquimalt & Nanaimo railway.

In the following description of the collieries in these coal fields, the writer will begin at the southern portion:

Douglas District, Extension Mines—Operations by the Wellington Colliery Company, Limited, were commenced at these collieries about three years ago, when an adit 14x8 feet was started under the coal seam and driven one mile in a southerly direction with the dip of the coal. This tunnel serves to-day for transporting the coal to the surface from a field having a superficial area of 2,400 acres. The breast of the tunnel is about 300 feet below the surface. Nature has done a great deal towards forming this field advantageous for economic mining. The upper folds of an extensive anticlinal have been eroded off, leaving a valley lying between the two ridges. On the north side the coal seams dip northerly and on the south side southerly. The field to the north which has not yet been opened up covers an area of about 5,000 acres, that gentleman previous to commencing and the coal is not picked up again for a distance of about two miles to the south. At that point No. 1 slope was driven on the south slope of Mount Benson, from which the coal mined on that side of the fault is hauled to the surface and shipped to Extension over a narrow-gauge railway three miles in length.

On the north side of the fault, in addition to the main tunnel already referred to there are two other openings designated as slopes Nos. 2 and 3, which have been connected with the main adit level, but at the time of the writer's visit were closed because of the fire which broke out during the summer of 1901. Preparations are being made to flood these slopes. This could not be done economically during the summer, because the water necessary would have to have been pumped up a considerable distance and elevated about 300 feet, but during the rainy season the accumulation of water above the level of the seams of coal outcropped on the beach at this point, the upper being about 1 foot and in places two feet in thickness, and the lower about six inches with about 1 foot of soft shale separating the two seams. A short tunnel was driven and several borings made. From the former it is reported that in all about 9,000 tons of coal were mined, and the bulk of it shipped to Victoria. A record of three borings is included in Dr. Dawson's report, two of these in the immediate vicinity of Suquash and the other at Kirk River on the beach about 2½ miles easterly from Port Rupert, in Beaver Harbor. The borings at Suquash were continued to depths of 329 feet 4½ inches and 265 feet 4 inches, respectively; that at the Kirk River was carried to a depth of 180 feet 7 inches. An examination of these records does not show that any coal seams of commercial value were encountered, but as work was carried on continuously from 1849 to 1853, there were undoubtedly several other shafts and borings besides those of which the records were obtained by Dr. Dawson. About the latter date, according to history, coal was discovered at Nanaimo, about 100 miles northwest from Victoria by water, and the force of miners transferred to that point, where extensive collieries are

AREAL GEOLOGY OF COAL MINING REGION ON VANCOUVER ISLAND.

being operated to-day by the New Vancouver Coal & Land Company, which acquired its title from the Hudson's Bay Company.

The history of these coal fields dates back to about 1858, when boring operations were suspended at Suquash because of the discovery of a wide seam of coal in Nanaimo harbor, on the east coast of the Island and about 100 miles by water from Victoria. Until 1862 the Hudson's Bay Company mined coal from a shaft sunk within the present city limits of Nanaimo. During that year a large area of this coal field was acquired by the New Vancouver Coal Mining & Land Company, Limited, an English corporation, which is still actively engaged in coal mining in the same field, with headquarters and main working shaft still located at the outskirts of the city of Nanaimo.

Soon after the organization of this company, the late Hon. Robert Dunsmuir, who had been in the employ of the Hudson's Bay Company as a miner, commenced systematically to prospect the territory outside of the lands acquired by the New Vancouver Coal Company. He first located the Harewood field, at a distance of about 8½ miles to the west from Nanaimo, and secured 9,500 acres for an English company, which has since sold the tract to the New Vancouver Coal Mining & Land Company. Later he discovered the Wellington field, about six miles northerly from Nanaimo, which he acquired himself, a short time previous to the entrance by British Columbia into the federation of the provinces.

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On the north side of the fault, in addition to the main tunnel already referred to there are two other openings designated as slopes Nos. 2 and 3, which have been connected with the main adit level, but at the time of the writer's visit were closed because of the fire which broke out during the summer of 1901. Preparations are being made to flood these slopes. This could not be done economically during the summer, because the water necessary would have to have been pumped up a considerable distance and elevated about 300 feet, but during the rainy season the accumulation of water above the level of the mine by gravity.

All of these openings are on the coal seam known as the Wellington. A record of three bore holes on the line of the main tunnel and ahead of its present breast shows the following: No. 1, bore at a depth of 402 feet, coal was encountered, underlying conglomerate; below that the record reads:

Coal	1 foot
Shale	9 inches
Coal	2 feet 7 inches
Coal and shale	1 foot 3 inches
Coal	4 feet 3 inches
Coal and shale	6 inches
Coal	7 feet 9 inches
Coal and shale	6 inches
Coal	2 feet 9 inches

No. 2 bore on same line, coal encountered at a depth of 509 feet, underlying conglomerate; below that the record reads:

Coal	2 feet 3 inches
Shale	9 inches
Coal	3 inches
Coal and shale	6 inches
Coal	6 feet

No. 3, on same line, coal encountered at a depth of 519 feet underlying conglomerate; below that the record reads:

Coal	4 feet 3 inches
Coal and shale	9 inches
Coal	1 foot 3 inches
Shale	2 inches
Coal	1 foot 10 inches

A portion of this field, but apparently limited in extent, lies to the south of the Nanaimo river, while all that portion already referred to lies to the north of the river.

At the tunnel opening, the coal as mined is hauled in cars of about 1½ tons capacity by mules from the levels to the inclines, where a cable is clipped on and the loaded cars are lowered by means of an electric winch, of 50 horse-power, stationed near the face of each incline, to the sidings on the main tunnel level, which is double-tracked.

There the loaded cars are coupled together and hauled to the weighing scales at the mouth of the tunnel by an electric motor. At Nos. 1, 2 and 3 slopes the coal has heretofore been hauled to the surface by steam hoists, but since the connections have been completed between the tunnel and Nos. 2 and 3 slopes these hoists will be only used in future to lower the loaded cars to the main tunnel level and haul the empties up the slopes to the entrances of the levels. The main tunnel sidings and which stations are lighted by incandescent lights. Two 10-ton electric motors are in use for haulage through the tunnel.

All coal mined in British Columbia is weighed as it comes from the mines previous to screening. The output from this colliery during 1901 was 415,580 long tons; the sales 369,154 long tons.

The Extension colliery is about 13 miles by present branch railway from Ladysmith, on the main line of the Esquimalt & Nanaimo railway, over which the coal is hauled to the wharves at Oyster Bay, where the town of Ladysmith has been built within the past two years. A shorter branch is being constructed which will reduce this distance to 9½ miles.

On the shore of Oyster Bay bunkers have been built with a capacity of 9,700 tons, while the wharves are so constructed as to afford a loading capacity of about 5,000 tons per day into vessels. There are three wharves—one 1,000 feet long by 40 feet wide, with three standard-gauge railroad tracks; another 400 feet long by 60 feet wide, with four railroad tracks; and a transfer wharf for handling freight to the steam ferry which plies between Ladysmith and Vancouver.

Cranberry District. Alexandria Colliery—To the northeast from the Extension mines is situated the Alexandria colliery, which has been in operation about six years, but was closed down at the time of the writer's recent visit. The output from this colliery during 1901 was 71,829 long tons, of which 70,450 were sold. The operator is the Wellington Colliery Company, Limited.

Nanaimo Colliery—This colliery is owned and operated by the New Vancouver Coal Mining & Land Company, Limited, which acquired that portion of the field adjacent to Nanaimo harbor and underlying the straits, as well as the islands of Newcastle, Protection, Gabriola and a portion of Salt Spring, from the Hudson's Bay Company in 1862. This property embraces a total acreage of about 30,000 acres. The shipments during 1901 reached a total of about 500,000 long tons.

The openings at this colliery are shafts Nos. 1 and 2, Esplanade; vertical depth of each, 434 feet. No. 1 is the main working shaft, while No. 2 is an upcast for ventilating all the workings between No. 1 and Protection Island. Protection Island shaft is situated about one mile north from No. 1 shaft; vertical depth, 670 feet. Southfield No. 5 shaft is situated 3½ miles south of No. 1 shaft; vertical depth, 504 feet. Harewood shaft is 3¼ miles west from No. 1 shaft; vertical depth, 226 feet. Newcastle shaft is in the centre of Newcastle Island to the northwest from Protection Island; vertical depth, 380 feet. The air shaft is connected with workings under Protection Island, for ventilating field north from that island. Slopes and levels have been driven from these shafts to work the extensive field east, north and south.

The seam of coal chiefly worked at this colliery is the Douglas, its thickness varies from 2 feet to 20 feet. Except on Gabriola Island, the coal dips to the east at an incline of about 1 foot in 12. Bore-holes have demonstrated that under Gabriola Island there occurs a basin with the coal dipping from the different points of the compass towards a common centre. The underground workings have not yet reached this basin.

The upper portion of the seam where it reaches its maximum thickness is softer, and a poorer quality of coal usually than the lower, but because of the lack of regular stratification of the coal itself, the entire thickness has to be mined. The lower portion of the seam in these thick places averaging about 8 feet in thickness is a much harder coal, and most of it is therefore sold for domestic fuel, while the remainder is an excellent steaming coal.

In the northern portion of the field, near the boundary of the Wellington district, the Wellington seam, a coal of better quality than the Douglas, occurs, underlying the latter, and is also being mined. The extent of the productive coal field to the west from Nanaimo cannot be estimated from present knowledge, but the seam is workable on the Harewood tract, 3¼ miles west, which embraces an area of 9,500 acres, and is also owned and operated by the New Vancouver Coal Mining & Land Company. To the east of Nanaimo harbor, under the sea, the productive area of the coal field extends an undetermined distance.

The main slope from the bottom of No. 1 shaft has been driven 7,200 feet towards the east. All the workings from and connected with No. 1 shaft, except those under Newcastle and Protection Islands, are under the water. From a point about 1,800 feet down the main slope another has been driven towards the southeast in good coal. This slope extends for about 4,500 feet and will work a territory three miles square, the coal varying from 5 to 10 feet in thickness. About 1,500 feet further down the main slope a level has been driven to the north connecting the main slope of Protection Island.

Since all the workings have been connected with No. 1 shaft and the endless rope haulage installed, the hoisting plant heretofore in use on Protection Island will be abandoned, and the entire output hoisted through No. 1 shaft.

Shafts Nos. 1 and 2 are circular, being 17 feet and 14 feet respectively in diameter and timbered with cedar blocks; all the other shafts are rectangular in shape. Two Howells mining drills worked by compressed air are used in the mine. Two Ingersoll-Sargeant cutting machines, also worked by compressed air, are in use.

The No. 1 and Protection Island shafts are equipped with two cages, with a carrying capacity of two cars each 1½ tons loaded. The Protection Island shaft is 20x12 feet, Harewood shaft 16x8 feet, No. 5 shaft 20x8 feet. The two latter are equipped with cages, carrying only one car each. The total length of underground tracks is 36 miles.

In addition to the electric motors on Nos. 1 and 2 levels and about 100 mules for handling cars between the stalls and levels, a system of endless rope haulage has recently been installed near the bottom of No. 1 shaft to replace the old one of single rope, and winches to serve Nos. 3, 4 and 5 levels. The Danville, Ill., Foundry & Machine Company have furnished this plant. The Morgan clip will be used.

There are ten miles of broad-gauge railroad connecting the various shafts with the wharves, from which all the coal mined is shipped by water to Victoria and California ports, except that sold for local consumption in the city of Nanaimo. The loading system at the wharves was designed by W. H. Wall, the company's mechanical engineer. The railroad cars are run by gravity to the shipping stages, where each car is elevated by a hydraulic lift to a height of 38 feet above extreme high tide, and discharged into chutes arranged to suit any height of vessel and pour coal into three hatches simultaneously. The bunker capacity at the Nanaimo wharf is 10,000 tons, while that at Protection Island wharf is 7,500 tons. The wharves are lighted by electricity, so that night operations can be carried on with perfect safety. The company employs 1,100 men in all.

Wellington District. Wellington Colliery—This mine, which was the scene of the late Hon. Robert Dunsmuir's operations on his own behalf, was closed down late in 1900, presumably having been worked out so far as profitable operations can be conducted through the old openings. The coal produced from this mine belonged to the Wellington seam, and was of such a superior quality that it commanded the highest price in the California markets. The results from this mine made a millionaire of Mr. Dunsmuir, besides furnishing the bulk of the capital required to build the Esquimalt & Nanaimo railway. The shipping point for this colliery was Departure Bay, to the north from Nanaimo harbor. There an extensive wharf and plant for shipping were erected and operated until the mine was closed down.

West Wellington Colliery—This mine adjoins the Wellington property on the west. The property has not been actively operated for some years. When it was, the output was shipped from Nanoose harbor, six miles distant, and connected with the mine by means of a wooden tramway. To the north and west from Nanoose there occur limited areas of the igneous and metamorphic rocks of the Vancouver series which form a break in the continuity of the cretaceous coal measures for a short distance, and divide the Wellington and the fields south of it from the Comox coal fields, to the northwest. In another article the writer will describe these latter, which are of vast importance and furnish the bulk of coal used by ships in the Alaska trade and a portion used by the British North Pacific squadron, stationed at Esquimalt harbor, near Victoria.

"Well, it wouldn't have made any difference even if the Middle-of-the-Road Populists hadn't already become extinct." "How so?" "Why, by this time they would all have been run over by automobiles."—Life.

"The greatest race across the Atlantic that I ever heard tell of," began the old racing skipper.

"Is the Irish of coorse," interrupted Hooligan.—Catholic Standard and Times.

CONDOR FUND.

Acknowledgment of the Receipt of Hundred Pounds Sent by Navy League.

The secretary of the British Columbia branch of the Navy League desires us to publish the following:

The Navy League, 13 Victoria St.,
London, S. W., 18th April, 1902.

Dear Sir,—I beg to acknowledge the receipt through the Bank of Montreal of the sum of £100 from the Victoria, British Columbia branch of the Navy League for the immediate relief of relatives of the crew of H. M. S. Condor.

On receipt of the cheque, which accompanied the communication, I immediately took it to Sir Evan MacGregor, the secretary of the Admiralty, and informed him of the terms of your letter, thinking that the better way of ascertaining who the relatives that were in distress really were.

He subsequently proposed that the money should be handed to Admiral Swinton Holland, who would distribute it to the bereaved families through the Deaconesses of the Chatham Royal Naval Depot Aid Fund, and he also suggested that it would be useful if a notice of the same were put in the papers, which might let the relatives know the money was there for them, and also induce other charitable persons to contribute in a similar manner towards the same, or the sufferers of the late accident to H. M. S. Mars. I send you copy of today's Times, in which this notice appears, and it is only so far as my remembrance serves me, the second time that that paper has placed any Navy League announcement under the head of Naval Intelligence.

I am desired by my committee to express to you and your committee their most grateful thanks for this kindly thought and sympathy with the distressed, it proves that the people of this Empire are knit together by a common bond of sympathy.

By the papers of today the prospects of peace appear to be brighter than hitherto, and if the South Africa war now comes to an end it will be largely owing to the patriotism, pluck, and energy of the British people over the sea.

I feel that in acknowledging this kindness on your part, I have not used suitable language, but I regret that my inability to put what I would wish to say in better words.

I am, Dear Sir,
Yours faithfully,
WM. CATUS CRUTCHLEY,
Secretary

Joseph Pierson, Esq., Hon. Sec. Navy League, Victoria, B. C., branch:

The Navy and Military Record publishes the following letter:

Sir,—I shall be much obliged by your allowing me space in your valuable columns to state that the committee of the Royal British Female Orphan Asylum at Devonport, following the practice here on all former similar occasions of national catastrophe, have decided to give free admission to five of the children made orphans by the loss of H. M. S. Condor. I shall be pleased to receive applications on behalf of any of these poor children without delay.

C. S. CARDALE,
Vice-Admiral, Hon. Secretary.
Devonport, April 12, 1902.

YESTERDAY'S FUNERALS.

Remains of Late Mrs. Johnson and John Wendt Laid at Rest.

The funeral of the late Mrs Helga Sigurlina Johnson took place yesterday afternoon from the family residence, No. 89 North Chatham street, at 2:30 p. m., and at 3 o'clock at St. John's church. Services were conducted by the Rev. P. Jenns at the church and grave. There was a large attendance of friends and many beautiful floral designs. The following gentlemen acted as pallbearers: Messrs. W. Wittington, P. Christianson, J. H. Griffiths, T. K. Anderson, O. Johnston and W. J. Cameron.

The remains of the late John Wendt were laid to rest yesterday afternoon. The funeral took place from his late residence, No 7 Robert street, at 2:30 p. m. Services were conducted by the Rev. D. McRae, at the residence and grave. There was a large attendance of friends and many beautiful flowers. The following gentlemen acted as pallbearers: Messrs. W. McDowell, P. Everett, J. Gribbon, G. Parrelough, H. E. Edwards, and N. Cunningham.

The funeral of the late Charles Roper will take place this afternoon at 2 o'clock from the family residence, James street, James Bay.

The funeral of the late Samuel Dale Harris took place yesterday from the family residence, Mary street, Victoria West, at 2 p.m., and later at St. Saviour's church, when the Rev. W. D. Barber conducted appropriate services. Mr. Barber also officiated at the graveside. There was a large attendance and many beautiful floral tributes were presented. The following gentlemen acted as pall-bearers: Messrs. W. J. Mable, C. E. Renvills, R. J. Russell, J. C. Stratford, C. Kirk, J. Muirhead.

PORT GROWLS.

Vancouver, B. C., May 2.—(Special.)—The alleged delay of the port doctor in inspecting incoming ships, is to be the subject of discussion at Tuesday's meeting of the council of the Board of Trade. Also the port warden dues. The Board of Trade have had complaints of alleged inconvenient delays of shipping masters in waiting for the inspection of passengers and crew by the doctor. Frequently the complaints exaggerated the circumstances referred to, and it practically resolves itself into a question of the exact duties of a port doctor. The delay is usually from half an hour to an hour, and the question arises whether a doctor is warranted in compelling ships to wait this length of time for him, before they can get into direct communication with the port, or whether the doctor should be on the wharf when the steamer arrives, or at least ten minutes or so after she casts off her lines. Shipping masters say that the latter rule should prevail. Port doctors apparently from the methods adopted since Vancouver was a port of call think otherwise. The question of port warden dues is another important question. The Board of Trade have the fixing of these dues. Among them is a fee of $10 for the inspection of the storage of all grain in vessels leaving this port. Sometimes a delay of an hour is caused waiting for the port warden to inspect a few tons of grain, when the inspection was intended to apply to an entire ship load, to prevent improper stowing of the dangerous cargo. All the dues are to be discussed and necessary revision recommended to the Dominion government.

WORKMEN'S COMPENSATION.

Nanaimo, May 1.—(Special)—H. Buckle, foreman, of the Typographical union, will represent the Trades and Labor Council in pressing upon the members of the legislature the passing of a Workmen's Compensation bill. The Miners' union will also appoint a delegate. These will leave for Victoria when the time is auspicious. A motion was passed by the Trades and Labor Council condemning the action of the Dominion Deputy Minister of Labor in announcing in the Labor Gazette that the stonemounters' strike in Toronto was ended, when such was not the case.

"McKINLEY" AND "LAURIER" MINERAL CLAIMS.

Situate near Kitsalas Canyon, on Skeena River, in the Skeena Mining Division of Cassiar District.

Take notice that I, Patrick Hickey, Free Miner's Certificate No. B56544, for myself and as agent for Helen Flewin, Free Miner's Certificate No. B56518; Donald A. Robertson, Free Miner's Certificate No. B56551; George Rudge, Free Miner's Certificate No. B56550; and Edward Donehue, Free Miner's Certificate No. B56542, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action under section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated 20th day of March, 1902.

P. HICKEY.

AGENTS WANTED—For the only authorized Life of the Great Talmage, by his distinguished son, Rev. Dr. Frank De Witt Talmage, and the Associate Editors of the Christian Herald. Big Book, 500 pages, profusely illustrated. Low retail. Biggest discount. Books on credit. Outfit free. Be first in the field. Write or write for outfit today. Bradley-Garretson Co., Limited, Brantford. a23

NOTICE.

Cancellation of Reserve on Foreshore and Tidal Land.

Notice is hereby given that the reservation on foreshore and tidal land, notice whereof was published in the British Columbia Gazette and dated 15th March, 1900, is cancelled. Any person desirous of acquiring a lease of any foreshore or tidal land must take steps to acquire the same in the manner provided by section 41 of the "Land Act," after the expiration of three (3) months from the date of this notice.

W. C. WELLS,
Chief Commissioner of Lands and Works.
Lands and Works Department, Victoria, B. C., 8th April, 1902.