

Emery seam has not been worked since the company took hold. Several analyses have been made lately of the coal and it is believed to be of exceptional quality. The height is 5 ft 2 inches. Engines, and other necessary machinery are being placed in position and bankhead and screens will follow. The work will be proceeded with vigorously. By the first of next May it is calculated the colliery will be producing 600 tons per day, to be increased to a thousand tons by the 1st of Sept. of next year.

All the cry at the present time by users of coal is for the Phelan seam. They won't have any other if they can help themselves. Well, they are to have their wants supplied, for though the Phelan at this time is being extensively drawn from it is to be subjected to further drain. A new slope is to be driven to this seam. The location of the slope will be midway between Reserve Mines and Caledonia, a mile and three quarters distant from either. In order to have the making of the slope done speedily operations will commence above and below ground, that is, while men will be engaged driving the slope up from the West level in Caledonia, at the same time men will drive down to the surface to meet those driving up. The length of the slope will be sixteen hundred feet, which is a fair length, for a first start. This slope will not be what one might call an independent colliery, as there will be no screens at its mouth. The intention is to haul the coal after it is landed on surface, to the Emery Bankhead. The mine will be worked it is thought wholly by machines. Though the slope will be sunk rapidly and places for machines prepared, it is not expected to ship coal from the mine for some time to come. This mine will be called the Emery Emery Slope, and will be used only in cases of a great rush, or an accident to some other mine. The loss of coal consequent upon the Caledonia explosion has impressed the officials with the necessity of having a spare mine to fall back upon.

The effects of the fire in Caledonia Mine have been a little heavier than at first supposed. Not until next May will the mine be so favorably situated for a big output as it was previous to the explosion.

It is the intention of the company to build a low level pier at Louisburg for the handling of freight. This pier is to be built strong, and by and by used as the foundation or substructure of a pier for shipping coal on the lines of the present pier at that port. There is also the possibility that a large coal pocket may be erected at Louisburg. If the pocket is built there will be attached to it a Robbins Belt Conveyor for quick loading of the coal into vessels.

A few months ago there was a discussion in some of the Cape Breton papers about a race track being built in Sydney. It was claimed that horse racing was legitimate sport and that miners had as much right to enjoy it as others. That is, I suppose, if they could afford the money and the time, which they cannot. If workers at collieries were wholly their own masters one might say not a word against their injuring their business. But when it comes to employees disarranging the work of their employers and interfering with the work of their fellow employees, horse racing or any other kind of sport, should receive scant encouragement. Once a year is often enough to see a horse race; when it comes to once a month the thing

is a nuisance. The figures were shown of a colliery employing say 450 men where on a late occasion no fewer than 98 men were off work. I do not say positively the occasion was a horse race, but on horse racing days it is just as bad. The absence of so large a number of men placed the colliery at a serious disadvantage. I would say it handicapped it to the extent of at least 600 tons for that day. I am told that a horse race is eagerly embraced by a lot of the men as a pretext for getting to Sydney. Once in Sydney a great many forget all about the horse race, and betake themselves to other sport, and that so uses them up that they do not care for so much drum a thing as work for a day or two. These remarks apply only to a portion of the men, but a portion big enough to disarrange their employer's business. The men should not forget that it is not so long since that times were dull and earnings small. Let them make all they can now, if not in proportion for a rainy day in the mines, which now seems a long way off, then for the time when having gathered a snug sum they can leave the mine for some surface pursuit. This is rather long a screed in the middle of new items, but it is penned in the best interests of the men.

Coming back to Dom. No. 1 the output has fallen off a little owing to the loss of a few places from the little crush that came in the mine lately, and owing to the horse haulage being too long. Owing to the very large and steady output it was impossible to get new haulages ready, or to keep up the haulages in operation, as fast as the coal was mined. The horses were not equal to the long haulages. This, however, is being remedied. The angle deep is driven back 2030 ft. deep to bottom, roads are being laid and other preparations on foot for next year's increased output. The manager will not give Dom. No. 1 credit for having done its whole duty until an output of 2,500 tons daily is maintained. There is plenty of air in the mine, and of compressed air for machines though there may be a little shortage of the latter in some places through pipes being small and drain heavy. Larger pipes are replacing the smaller. With the machines already in the mine an output of 2,500 could be maintained if—if the loaders would not get tired. There is in operation at this mine a 500 electric light plant. There are 30 lights at pit bottom, landings, engine house etc. The pit-head, engine houses and boiler sheds on surface have all electric lights. The thirty ton steel cars are in use here and are a great convenience, but they cannot properly be utilized until the screens are raised. The Company is not stingy in some respects. It will give Dom. No. 1 all the plant it needs for the biggest possible output. The engine is good for 3000 tons daily. The pit is to have another section delivering coal to the shaft, that is, there are to be three independent sections in the mine instead of two. This will make the output more uniform and spread the work better, besides giving the places a longer life. On the surface, ready for emergencies, is an ambulance wagon with all the accessories. Every colliery in N. S. should have one of these. Mr. Mitchell the Supt. of the colliery, after holding bravely out for years, now gracefully admits that the Reserve Mines can beat Dom. in output, but though he admits so much he never forgets to add—"but, mind you; there are three slopes there."