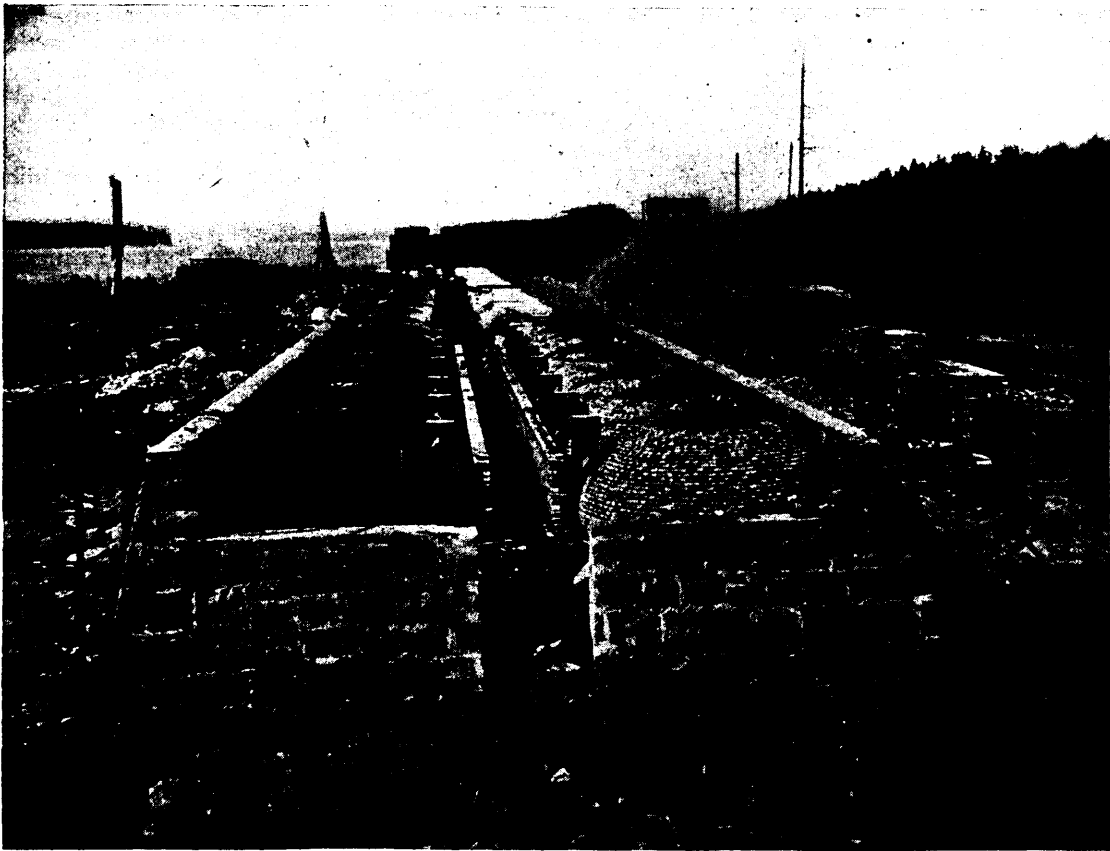


then washed in a large Luhvig washer, built in January 1895, which has a capacity of 500 tons in ten hours, with a loss of not more than 3 p.c. of the fine coal. The nut coal is then ready for market, or if there is no special demand for it, it is crushed through sets of rollers and again washed before being converted into coke. As a fine black dust it is carried by elevators to a bunker which holds 800 tons of this dust and conveyed from this to another of the same capacity, backwards and forwards until it is thoroughly drained of moisture, and dry. In this condition it is taken by a dodge conveyor operated by an endless cable to the ovens, of bee-hive shape, an idea of which may be gained from our second photograph taken soon after the first set of ovens were constructed. After the coal has been in the ovens for seventy-two hours, the doors are opened and the process is complete. The

of which 14,500 tons were consumed in British Columbia, and 2,500 tons were exported to California.

The third photo shows the progress that has been made in the construction of the second set of one hundred ovens, which are being built on the same pattern as the first. I asked Mr. Work where his company expected to market the increased production, as when the Crow's Nest Pass railroad is completed, they could hardly expect to hold the Kootenay market, moreover, the Union Coke, although of excellent quality, is not quite equal to the East Kootenay product, the former giving an ash of over 8 per cent., and the latter less than 5 per cent. Mr. Work replied that there is a large and increasing demand for coke in San Francisco, besides this same coke is consumed by the local iron works, and there



THE FIRST SET OF OVENS BUILT.

molten coke is removed with long iron rakes and after being allowed to cool is piled up under sheds to preserve it from the influence of weather. The first set of ovens were completed during the summer of 1896. The foundations (stone) of the buildings were laid in the fall of 1895, and in the spring the company imported a large shipload of fire bricks and other blocks of the same material, as well as milled clay to complete the buildings. A large number of men were at once put to work, and in the course of time a block containing 100 ovens, having a double front, with fifty ovens on each side, was erected. Between the two sets of ovens is a flue to conduct the gas away which comes from the coal while in the course of being transformed into coke. This gas is utilized by being burned as fuel to generate steam to work the engine. In 1896 rather more than 1,200 tons of coke was manufactured, but last year the coke works turned out 17,800 tons,

is also a probability that a smelter will be erected at the Van Anda Mine, Texada Island, in the near future. For the remaining months of this year, however, a considerable quantity of Union coke will find a market in Kootenay, and that the product may arrive in better condition, the company are building a large slip (75 feet long by 36 feet wide) to which Canadian Pacific Railway cars carried on barges from Vancouver will be transferred and then run right up to the oven doors, where they will be loaded. This will save the frequent handling and consequent breakage of the coke, as at present coke marketed in Kootenay is first loaded on cars, from thence transferred to scows, transferred again to cars at Vancouver, and handled once more when unloaded. When the slip is completed, which will be in a few weeks time, the cars will be loaded at Union and the coke will not be handled again until it arrives at its destination. The