

ionals' are not sufficient to carry all the coal in demand, so a fourth steamer will be employed—if obtainable—for the remainder of the season.

The reorganized staff at the collieries is a strong combination. Mr. M. S. Beaton is the Resident Mine Manager, and has charge of everything in connection with the production of coal, while Mr. McGillivray looks after transportation. The railway and piers are under his supervision. Mr. A. J. Campbell is mechanical foreman. Mr. Robert Gray is Underground Manager. Energy characterises each member of the working staff, and each is zealous to do the best possible in his department and as there are no jealousies, but complete harmony the result is gradually increasing output and gradually lessening cost. In the past the Head Office has scarcely given the officials at the mine a fair show. Supplies have not been equal to necessities. Development has been in a manner handicapped. However, things in this respect are on the mend, and in the near future the mine officials may not be retarded in their efforts at betterments by lack of proper appliances. The colliery as a whole and in its separate parts is at the present time in better condition than at any past time.

MABOU MINES.

Some twenty miles south of Inverness town is situated the picturesque Mabou colliery. The village of Mabou is called fifteen miles from Inverness town by main road, and probably by following the shore and over Cape Mabou the distance between the two mines may not be much over a dozen miles.

Since last fall there has not been a great deal of development work in the mine, that is in the way of driving seaward. After the splendid work was struck last fall work was suspended while a reorganization of the company was being affected. Early in the year some progress in sinking was made after Mr. Deppe, the new General Manager had come down and squared accounts. But sinking had to be suspended when shipping began. Sinking will be again prosecuted as soon as a lodgement can be made and more men secured. Meantime the levels are being driven east and west. The output is 150 tons a day which it is hoped to gradually increase. On the east side the clay between the good and the exceptionally good coal has thinned to about two inches, but thin as it is it is still a perfect nuisance, especially if the place is inclined to be wet. The effect of the small quantity of clay when it mixes with water is to give even the brightest of the coal a dull appearance. It is thought by employing a couple more Radialax machines, in the bords and east levels that the clay could then be mined, and as holings entirely removed before the shot was fired. The coal in the seam now being worked is of excellent quality. The upper coal is bright and glossy, in appearance like anthracite, but not a quick firer like a majority of bituminous coals. It is a lustrous coal and remarkably free from ash and on that account economical in use. The bench coal is just a little less bright, but it is a brisk burning coal. In conjunction the coals form an ideal fuel. The Mabou, Diamond, coal as it is called has won its way rapidly in favor. The

Gen'l Manager is nigh at his wits end making excuses for inability to accept orders. These are being turned down every day. It is to be hoped that the directors of the company who lately visited the mine and were exceedingly well pleased with the look of things will furnish sufficient capital to so equip the mine that next year the output will be quadrupled.

The railway from the mine to the shipping pier is some four miles long. There are a number of heavy grades and sharp curves which render heavy loads impossible. Probably forty tons is the maximum that can at present be drawn, the locomotive being unsuitable for so short curves. A locomotive of a particular type is now on its way from Chicago. This locomotive will draw easily a load of 125 tons, or say 250 tons per hour, as a trip either way need not occupy more than ten minutes. One steamer is employed carrying coal to Halifax, St. John, etc. Owing to slack water the steamer cannot as yet be fully loaded, but as the dredge is at Mabou, and as only a few days will be necessary to make another cut giving a depth of water in the channel of 16 to 18 feet at low tide, it is thought the ship will be able to go out fully loaded in a week or two. For this year the management do not look for much if any profit on the coal shipped. This year's shipments are in the way of introductions. Next year when things have been reduced to a system the costs should be considerably lessened. It is said that the present railway from the mine to the shipping pier may be extended to connect with the Inverness Railway. It is doubtful if the work will be immediately proceeded with. With a depth of eighteen feet of water at low tide, it is probable that the pier could handle the product of the mine for another year at least. In the winter months the best policy of the company might be to confine itself to mine development. With ample pit room and a large area of exposed coal there will be courage and justification for surface extensions. On the pier there are pockets sufficient to contain coal to load a steamer. From the pockets the coal runs on to a conveyor, which at the mine would be called a picking table, and which carries the coal along and up and over the vessels hatch where it falls into adjustable chutes. This conveyor was rendered necessary as the pockets had to be constructed on land, being wanted in a hurry, and at a distance from deep water which would not permit of the coal running direct from pockets to the vessel. It serves its purpose admirably while it might not serve for two thousand tons per day shipments. It is the intention to bore from the present workings to the 15 foot seam in order to test it to the deep. Application will be made for the use of a government drill. The new General Manager, Mr. Deppe has thrown himself heartily into the work, and is determined to make of Mabou a success unless something unforeseen happens. He is mastering rapidly the details of the business. Mr. J. W. Johnstone is his assistant. Mr. Johnstone has had long experience and makes an able lieutenant. Mr. James Quigley is Underground Manager, with John McEachren and Alex. McLean overmen. McLean who used to be at the Joggins and was inclined to be restive has developed into a first class mine man and a genuine hustler. The Me-