

## AROUND THE COLLIERIES.

Mr. J. McGillivray, Receiver for the Inverness Railway & Coal Co., has high hopes that before long he shall be able to find ready sale for the full output of the colliery, say 350,000 tons. As a domestic coal it is asserted the product of the mine will hold its own with that from any other colliery in the province.

Since our last issue that well known figure in provincial industrialism, Mr. Graham Fraser, has been called hence. The RECORD cannot add to the many high tributes that have been paid the deceased by papers, small and great, all over the land. It is content to say that Mr. Fraser's life is a splendid example for the ordinary man. He attained his eminent position by diligent plodding and not by a display of great genius.

Owing to the New Year holidays and to the encountering of a heavy feeder of gas, which has to be drained off, the whole of the face of the 21 foot seam is not exposed at this writing. The RECORD has, in its own primitive way, tested the coal from the upper part of the seam, and has no hesitation in pronouncing it excellent. Its character, as exposed by burning in an open grate, is that as a likely gas producer it cannot be excelled in the province.

The find of a twenty foot seam—not mentioned in the records—under the McGregor, has led certain interested in coal seams geology, to wonder if what was discovered at Stellarton, through means of a drill, may not be an incentive to putting down bore-holes under the known seams in other sections of the county. People who were contented to say that there were no more coal seams than those already recorded are now wavering and willing to go the length of admitting that what was possible in Stellarton may be possible in other parts of the county. In confirmation of this let me give the following.

"Some months ago a bore-hole was put down from the six foot—so called—seam to test the McBean seam. At a distance of some 780 feet the McBean seam was struck, and judging from the core, the coal is good. Now the point I wish to make is this: If a bore from the McGregor down, revealed a new seam of coal, is it not possible if the bore, which went only as far as the McBean, was continued, that what happened at Stellarton might ensue at Thorburn. It is not for one, not an official of the company to say how the McBean should be worked when the re opening has been determined upon, but I suggest that as the main slope in the six foot seam is easily kept up and in good repair, it would be possible to extract the coal in the McBean by way of the slope, if a comparatively shallow shaft was sunk from it. The cost would not be heavy. At the same time a large quantity of coal in the six foot seam could be conveniently mined, and mixed with the McBean seam coal. Suppose a larger seam was found below the McBean the shaft could be connected directly with the surface and also extended downwards. These are a few ideas which, if acted upon, might prove profitable to the company, the county, and all concerned."

There is room at the Albion mine for about fifty more miners.

As showing the effect that a shortage of labor has on output take the Allan mine. During the time the Drummond colliery was closed, many men from Westville worked at the Allan, the consequence being a 300 ton daily output. These men are again at work in Westville and the output at the Allan has gone down to 350 tons. The labor problem is causing the management no small anxiety. There are places in the mine for men sufficient to give a 600 ton daily output.

The fire at the Drummond Colliery, as the RECORD had hoped, has proven not to be so difficult, tedious and expensive to overcome as some fires which have preceded. No doubt the quick recovery of the mine is due to the intelligent and energetic efforts of the officials, who as soon as the fire was discovered took effective steps for its control. The people of Westville are of course highly pleased at the prospect of the several slopes putting out in a short time a maximum output. The water poured into the mine to extinguish the fire did so effectually, and the danger done by it to the sides and roofs is comparatively trifling. The New Year for Westville opens hopefully.

The RECORD has been favored with the following notes in reference to the work done in the two square miles of submarine territory lying outside of the "Scotia" submarine leases, and acquired under lease from the Dominion Coal Company in 1913. The sinkings have been driven into this territory 2,000 feet. To handle economically the considerable tonnage intended to be taken out of these areas it was thought necessary to drive a completely new haulage way from the bottom of the Princess Shaft direct to the new depths entering the areas referred to. This work was laid out by Scotia's engineers. To open this haulage-way through the old pillars for a distance of one and a half miles it was necessary to remove a large quantity of rock from the old working places, as well as to drive through portions of old pillars abandoned or lost, and other sections where the pillars had been crushed. The work of driving this haulage way was begun at No. 1, or Princess Pit bottom, again at the boundary between Scotia and Dominion Submarine leases, and also at two intermediary points, and so carefully and skillfully was the engineering work done that these various openings when connected were all perfectly in line, with a discrepancy of less than an inch in any part, and there is now a straight roadway from No. 1 pit bottom to the face of the new deeps—a distance of over 10,000 feet. This road is now being permanently timbered, and will be equipped with double tracks of 60 pound rails the entire distance, and when completed will be a smooth, straight tangent, and uniform grade from