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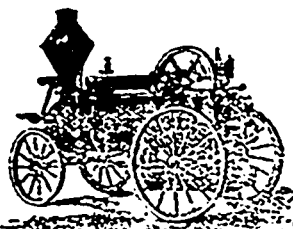
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Chemical Laboratory, Dalhousie College,
Halifax, N. S., July 31st, 1911.

Within the last few months I have purchased promiscuously, at RETAIL GROCERY STORES in this City, packages of

WOODILL'S GERMAN BAKING POWDER,

and have subjected same to Chemical Analysis. The samples were found to consist of Fresh, Wholesome Materials, properly proportioned. This Baking Powder is well suited for family use, and has been employed, when required, in my own house for many years.

GEORGE LAWSON, Ph. D., I. L. D.
Fellow of the Institute of Chemistry of Great Britain and Ireland.

MINING.

A COLLIERY TO TALK ABOUT.

From the Journal and News.
(Concluded.)

A visit to the place in which the pillars are being taken out affords proof that the system followed is a wise one. A balance, say 400 by 500, is taken at a time. The distance between say No. 7 balance and No. 6 is four hundred feet. At a point fifty feet from No. 7 a cut is made, and the coal worked toward No. 7. It is not possible, owing to the pressure on the roof, to get in every case the coal clean out to No. 7, but what the men are forced to leave is a comparatively small quantity. After this fifty foot cut has been completed the men come back and take a new cut of fifty feet, until the whole is worked out. The drawing of pillars is dangerous work as a rule, and yet in the Drummond colliery no fatal accident has occurred at pillar work, nor in fact has any fatal accident occurred to a miner when working his coal during twenty years. This is a wonderful record. Though the Drummond colliery has been in operation for a quarter of a century, there is still abundance of coal. As we trail out we are shown three balances, 400x500 feet each, of coal, none of which has been touched; this is exclusive of the slop pillar some 600x500, which will not be taken out till the mine is all but exhausted.

A run through the airways gives an idea how the mine is ventilated. In the main airway there is a stiff breeze. A novice would think this a waste of wind, but it is all necessary. It has lots of work to do to free the mine from gas made in the new workings, to carry off what backs down even against the strong current from the old workings, and to resist the pressure in these old workings which but for the strength of the air would force gas into the working faces. The airways have in the past, on accounts of falls, been a source of trouble, but now all seems to be in sound condition due to painstaking management.

As we ride upward at a fair rate of speed, the smallness in circumference of the wire rope as compared with those in use years ago is noticeable. This does not look like a wire rope, for no strands are visible, but like a piece of solid steel; yet it is a wire rope, one of Sir George Elliot's make, lock coil—very thrifty, as good as new, though in use 18 months. R. E. Dawson, of Stellarton, represents the makers, and though the first cost of the ropes is greater, he is succeeding in introducing them at a number of the collieries.

If the works underground are characteristic of prudent and skilful management, the overground workings indicate that the one who supervises all, Mr. Fergie, has the qualities which go toward successful management, viz, fidelity to details. Improvements and additions are noticeable on every hand. The bank head has been raised and extended and new screens built so that coal may be handled quickly. It may be necessary in a couple of years to put a further addition to the bank head to allow of fifteen or twenty boxes being hoisted at a time. This is the only way to make up for the greater depth the mine must through time assume. But for present requirements the space on bank head suffices.

The new engine house, a substantial brick affair, is the best without doubt in the Province. Nor is the exterior the only point to be admired. The inside is in keeping with the outside. When finished, with wainscoting to a height of five feet, it will be a model one, which a tasty engineer may make a thing of beauty.

The engines are now and powerful. The cylinders are 28 inches in diameter, with a six foot stroke. They are double, with double drums and all necessary bracing gear. The machine shop is well equipped. All repairs are done at the works. Then there is the stonemason, the carpenter's shop, the lamp-house and other buildings. One small building in particular demands notice. This is a building into which the men can enter and take comfort on rainy or cold mornings while waiting to get down the pit. This betokens on the part of the management a desire for the comfort of their workmen. At not all the collieries is this desire manifest, and some managers might take example by Mr. Fergie.

A new car shop is being erected in which the coal-hoppers will be repaired. Attached will be a saw-mill equipped with upright, circular and jig saws.

Next, the the coke ovens, some twenty in number, but not all at this time heated. The demand for coke is chiefly local. More blast furnaces are required in the county before a market for all the coke that can be made can be obtained. The Drummond colliery coke is bright looking, and considered by those who use it a superior article.

And last, a visit to the Fan House. How smoothly the engine works; all but noiseless. But for a slight crackling of heated grease, no sound is audible, and for sixteen years day in and day out, with only short stoppages of ten minutes, except on one occasion, has the engine made its revolutions on which so much depends. And for sixteen years, with a break of some five months, has the same engine-man been in attendance. Much depends on the fan, and while much relied upon, it is not the only means used for circulation of air in the mine. Should accident occur there is a steam jet, inspected periodically, ready to be set in motion which will set 17,000 feet of air per minute in circulation.

All the improvements noticeable cost much money, and this year there may be small dividends. Next year if the Directors show push on their part the shareholders should receive a handsome return. The colliery is thoroughly equipped for a big output. Two hundred thousand tons should be handled next year with ease. This year the output will fall behind last year by twenty thousand tons—last year's shipments, however, were exceptional,—but this is no fault of the management, but due in part to the standing of a steamer and the delay in sending forward the new engines.