

years no serious disagreement has occurred between the company, as represented by Mr. Robins, and the large number of employees under his governance, nor is there any symptom of future difficulty likely to disturb the harmony now existing between the representatives of capital and labour in this extensive business, under the present successful management. Besides the bunkers mentioned there are spacious platforms from which filling into waggons is done, and, during the lull in the arriving of vessels, coal is piled on these platforms in heaps of thousands of tons, called "bins," so that when the bunkers, bins and the 250 railway waggons are full, there is a stock of coal of about 7,000 tons available for immediate shipment at No. 1 shaft shipping wharves. To provide waggons to hold that quantity would involve an outlay of \$350,000 at least for 12,000 waggons, and as such an outlay would be out of the question the bunkers and bins and the labour of re-loading, costly as this system is yet, proves to be the more economical means of dealing with this branch of the industry. The company have in contemplation the erection of use, and also intend to build additional railway tracks and loading staiths further to seaward, involving an extension of their wharves by some hundreds of feet in length, and these projected works will give employment to many workmen. The steam driver is already driving piles and preparing for action.

The company owns five locomotives; among them are modern engines weighing up to forty tons, and these fine engines, with the hopper railway waggons, many flat cars, and ballasting cars, form a good array of rolling stock. The locomotive round-house is a pretentious building with all adjuncts for repairing, cleaning and keeping the engines in thoroughly going order—the style of its arched windows and their length are suggestive of the old-fashioned chapels or places of worship to be found in remote Old Country towns and villages.

Entering the machine and smithing department—both branches provided with commodious "shops"—we find a busy staff of mechanics, fitting, turning, filing, cutting and punching all sorts of iron, steel and brass work. The shops are completely fitted up with modern labour-saving machinery—some of the lathes are very powerful. There are steam shears and punchers, drill presses, pipe and screw cutters, an hydraulic press of great power, planers, a massive steam hammer, steam blowers, huge cranes, etc., etc., equal to all general requirements of the colliery. There are six forges in the smiths' shop in charge of men of brawny arm and skilful touch, who handle and execute very heavy forgings, as well as the finer work demanded by the machinists. The wear and

tear of machinery and rolling stock in constant use demands of course a large expenditure, materially enhancing the cost of coal production, and consumers are apt to lose sight of these and the other heavy costs wherewith the industry is taxed, when inveighing against reasonable prices charged for the product delivered at their doors.

Near by are the carpenter's shops, for construction, reinstatement and repair of railway waggons and cars—no inconsiderable item—and for the other apparatus and fittings used in and about the mine, and the company's farm. The shop is furnished with steam sawing, planing, edging and other wood-working machinery.

The members of the brass and reed band, composed of colliery workers, are allowed by the kind permission of the manager to use the upper story of the waggon shop for practising. The Nanaimo Silver Cornet Band have recently been supplied with new instruments, and are said to be quite proficient, and able to hold their own with any band in the province. Nanaimoites are justly proud of the colliery band. All the workshops and buildings are lit with gas, and the tracks, etc., with electric light—arc system.

Retracing our steps towards the wharf, we observe numerous pieces of machinery, duplicates of important parts, sets of locomotive wheels and axles, pit cages, ventilating fans, spare shafts, pumps from hand sizes to the most powerful steam makes, hoisting trunks or enormous iron buckets made of boiler iron for shaft sinking, tanks, etc., etc., kept in reserve to meet emergencies that may arise at any moment in the pursuit of the hazardous undertaking of coal mining on a large scale. We are struck with an old apparently discarded, engine, that is evidently of primitive design—a massive iron pillar with its "walking beam" that had earned a rest, after raising hundreds of thousands of tons of coal, and millions of gallons of water, from the old Douglas pit in the halcyon days of yore—it bore the historic name of "Bolton & Watt" as makers. In the space underneath the bunkers, utilized for storage purposes of heavy supplies in reserve, are many miles of piping of all calibres, and other heavy iron goods. Alongside the track, among the dog rose bushes, are the remains of an old-fashioned staith windlass, dispensed with nearly forty years ago, but looking as strong and defiant of Time's ravages now as when first hewn out of the tough wood, and forged cog-wheels and all out of heavy bar iron in times gone by, but now cast aside to make



MOUNTED POLICE IN WINTER COSTUME—YUKON.