

The Coalmont Collieries, in the Nicola-Princeton Coal Field, mainland of British Columbia, soon will be well equipped with the plant necessary to permit a greater output and regular shipments to the waiting Vancouver and other adjacent domestic markets. The stations for the tramway that will bring the coal from the pitmouth to Coalmont are erected with the exception of the terminals. The little town at Coalmont will house the families of the miners and the married men will be able to spend their week-ends at home, bunks and meals being provided in addition for all hands near the pitmouth. At present some 150 tons a day are being produced, transport being furnished by motor truck over the hill road.

In a recent address to the members of the Vancouver (B.C.) Board of Trade W. R. Wilson, president and general manager of the Crow's Nest Pass Coal Co., Fernie, B.C., emphasized the desirability of the businessman having a clear knowledge of the fundamental basis of the chief manufacturing industries of the Country and in this connection referred to the conditions under which the iron and steel industry was operated in Canada and the United States. He spoke of the lamentable duplication of transportation and the high costs that were added to the finished product as a result of these charges. He said:—

"The iron ores that are smelted in Pittsburg are chiefly produced in the State of Wisconsin and are brought to Pittsburg by these stages of transportation: First, by rail to the lakes from the mines; second, across the lakes by steamer to the different points on the east side of the lakes; then, again, distributed by rail to different smelter points. Then, after these three stages of traffic manipulation, the ores are smelted in various forms of crude iron and steel are shipped from Pittsburg to various points in Ontario and Manitoba for further manufacturing processes.

"Following this manipulation of transportation of iron ores and iron those engaged in the iron trade production in Ontario and Manitoba, through the lack of fuel in these Provinces, again go to Pennsylvania or Virginia to purchase the coal and coke fuels they use in the finishing processes of reducing the crude iron to marketable form.

"In these duplicated processes of transportation of the crude metals and transportation of fuels the manufactures of Ontario and Manitoba possibly absorb about \$12 excess per ton in all the finished products they make, which can only be regarded as a serious economic handicap to those engaged in these particular industries in provinces which do not possess suitable fuel deposits for these purposes.

"Then the people of the West, who have so far failed to take advantage of their own natural resources are called upon to purchase the products of iron and steel that are manufactured in the East, not only at excessive cost of production, as just illustrated, but to pay for repeated mileage costs of transportation, which have become involved in a system of production that is founded on either an oversight or a misconception of the sound basic principles of industry.

"In the Fernie District we have coal deposits that are, at least equal to the best coals on the continent. The coal bedding, in some instances, is accompanied with exigencies that I have never seen in any other coal fields on this continent, which peculiar characteristics may be briefly referred to as follows:

"When these mountains were lifted from the original lines of formation, which upheaval approximately lifted the structural bedding in some parts of the areas of the district from 500 to 3,000 feet higher than they were originally, considerable crushing and contortional twisting in the structural mass occurred, which violent forms of crushing developed dynamic heat of various degrees of intensity. These forces volatilized the coal beds to a certain extent, also volatilizing the beds of shale that intervene between the different beds of coal. These violent crushing mass pressures, acting upon the sandstone, shale and coal measures of the district may be estimated at 2500 to over 3000 feet in thickness, also developed indefinite and artificial rent lines in the whole structural mass.

"In some portions of the fields, rent lines appear to have been formed, thereby making it possible for the intense gas pressures to escape as the process of volatilization went on. In other portions this form of relief fracture does not appear to have occurred, hence in certain districts of the field intense pent-up pressures of the gas appear to have been formed in the small voids and cracks and cavities that have been created during the general upheaval.

"In some instances these small pent-up pockets of gas may be estimated to have assumed a pent-up force of about 210,000 pounds per square foot, or about 1458 pounds per square inch. These difficulties, while of a very unusual nature in coal mining, are carefully approached and through the medium of excessive care may be safely dealt with."

Coal mining operations will be commenced at the new coal field near Lampman, Saskatchewan, Canada, within the next sixty days. This field is being developed by the Farmers Coal Mining Co. Ltd., a company owned and operated by the farmers of the district. The shaft already has been sunk to a depth of 170 feet and the coal bed lies at a depth of 210 feet. This coal has been shown from analytical tests to have a calorific value of more than 12000 British thermal units, and is of high grade. When fully developed the mine will have a capacity of 1,000 tons a day. This will take some time, however, as it will be necessary to do a large amount of work in channelling and tunnelling away from the shaft before maximum capacity can be reached. In the meantime the work is being hurried and coal will be brought to the surface within the next two months.

Coal production returns for the month of July, as far as are available, indicate that the collieries of British Columbia apparently are satisfactorily meeting recent heavier demands of the trade. The figures follow:

Nicola-Princeton Field.

	Tons
Middlesboro Collieries Co., Middlesboro .. .	6,918
Fleming Coal Company, Merritt .. .	2,626
Coalmont Collieries Co., Coalmont .. .	1,984

Vancouver Island Field.

Canadian Western Fuel Co., Nanaimo .. .	55,399
Canadian Collieries Ltd., Comox .. .	41,089
Canadian Collieries Ltd., So. Wellington .. .	8,904
Canadian Collieries Ltd., Extension .. .	15,342
Pacific Coast Coal Mines, So. Wellington .. .	7,680
Nanoose-Wellington Coal Co., Wellington .. .	3,079
Granby Cons. M. S. & P. Co., Cassidy .. .	9,019