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A REVIEW of the past month's happenings would be very incomplete without strong reference in these columns to the serious mine accidents which have occurred within the last two and three weeks in the Trail and Boundary districts. Of SAFETY RULES these, the disaster at the War Eagle AND mine, whereby three men were RECENT MINE instantly killed and one fatally ACCIDENTS. injured, demands special attention. It appears that five men entered a skip to descend into the mine, when, without any warning, a bolt becoming detached, the cage fell with frightful velocity to the bottom of the shaft, a distance of 600 feet, with the result we have already mentioned, one man, however, in the most miraculous manner, escaping practically without injury. Meanwhile the coroner's jury in bringing in their verdict, strongly emphasise the fact that the mine machinery in question was defective, inasmuch as safety-pins "should have been inserted in all the bolts to protect the nuts of said bolts," and further express the view that as certain defects took place previous to the said accident, men should not have been permitted to ride on the skips until such time as the machinery at the War Eagle was perfected beyond a reasonable doubt. To this verdict the coroner's jury added several important riders: first, that a daily report should be made by the engineer-in-chief as to the working of the machinery; secondly, that certificated mechanical and electrical engineers should be appointed at mines to examine all machinery in operation; thirdly, that the Government should appoint several mining inspectors, and that a resident inspector should be appointed for the Trail Creek district; and lastly, that the practice of employing uncertificated engineers for positions of responsibility

in the mines of the Province—a practice which is too general—is to be condemned; and that in future the strictest rules should be enforced for the safety of workmen in metalliferous mines. These suggestions are worthy of the best consideration of the Mining Committee of the Provincial Legislature, and it is to be hoped that action will be taken thereon upon the earliest possible occasion. Meanwhile, we are enabled to publish a very admirable set of safety rules—compiled by Mr. J. D. Kendall, the resident partner in this Province of the engineering firm of Messrs. Bewicke, Moreing & Co., and posted by him at the Idaho, Alamo & Cumberland Mines—which, it will be noticed, have a very wide scope and, if properly enforced, would certainly prevent the occurrence of such regrettable accidents as that at the War Eagle Mine. If, for instance, the engineman at the War Eagle had been obliged to make a daily written report of the state of his engines, as here provided, it is highly probable that the bolts at the skip would have been more securely fastened, for the engineman would feel a greater responsibility, and thus conduct his examination of the machinery with greater care; and there would also be the further assurance that an examination had actually been made. It may be added that these rules are in force in the mines of Great Britain, where the respect for human life is far higher than on this continent, and that they have received the approval of the Mine Inspectors of that country:

RULES

To be Observed, as far as Reasonably Practicable, by the Several Persons Under whose Names the Same are Respectively Set, or to Whom the Same Respectively Apply.

MINE FOREMAN.—1.—Shall have the daily supervision and responsible charge of the mine. 2.—Shall see that a copy of these rules is posted in some convenient place in each engine-room near the entrance of the mine. 3.—Shall visit each working place in the mine at least once every shift, and examine carefully and sound with a hammer, when necessary, the roofs and sides thereof. If he finds any unsafe place where men are working, he must withdraw the men at once, and not allow them to return, except for purposes of repair, until the danger has been removed. He shall regularly examine the tram or travelling roads, and if he finds them in an unsafe condition, he must at once take proper means to ensure the safety of the workmen using such roads. 4.—Shall at once inspect such parts of the mine as may be reported to him unsafe, or in any way needing his attention, and so far as possible have any defect remedied at once. 5.—Shall use his best endeavours to prevent any deficient supply of timber or other material, and if there be not sufficient timber on the ground, he must bring the men affected out of the pit. 6.—Before holing into any place, not then working, he shall use additional caution. In approaching workings known or supposed to contain water or carbonic acid in quantities which may be dangerous, he shall keep one or more holes going about ten feet in advance of the forehead for a least twenty feet before he expects to hole into such working. 7.—Shall see that all the working places and travelling roads are properly ventilated, and if the air in any of them shall be in such a state that a newly-trimmed candle, standing erect, will not burn brightly for at least five minutes, he must prevent the miners or any of them entering or remaining in