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62 WATER STREET, ST. JOHN, N. B.
For Catalogue C and prices.

Chemical Laboratory, Dalhousie College,
Halifax, N. S., July 31st, 1891.

Within the last few months I have pur-
chased promiscuously, at RETAIL GROC-
ERY STORES in this City, packages of

WOODILL'S

GERMAN BAKING POWDER,

and have subjected same to Chemical Analy-
ses. The samples were found to consist of
Fresh, Wholesome Materials, properly pro-
portioned. 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., L. L. D.
Fellow of the Institute of Chemistry of
Great Britain and Ireland.

MINING.

A COLLIERY TO TALK ABOUT.

From the Journal and News.

Full fifty fathoms deep. Yes, and five hundred fathoms to that and then one is not to the bottom. The actual depth of the slope of the Drummond Colliery is 623½ fathoms or 3,742 feet. It is not every man, or every miner either, who has descended that depth into the bowels of the earth. The writer had such an experience on Wednesday of last week. True he did not accomplish the full depth of the slope. There was a halt made at 3,717 feet. On reaching that depth one of the four comprising the party, Mr. John Johnston, said, "I don't suppose you want to go further; down there is the sumpt." I had no desire for the glory of being able to say I had touched the bottom wall, to swim through water of doubtful analysis, so concluded to be content. There were four comprising the party. Mr. Dr. Hayman, the cautious Underground Manager; Mr. John Johnston, Overman, an intelligent practical man recently promoted; Mr. Madden, Deputy Inspector, and the writer. Underground we were joined by Mr. Quigley, day Overman. We started from the bank head shortly after 2 o'clock. The object of the journey was to afford an opportunity to a representative of the Journal and News to inspect the colliery, so that the readers of the paper might hear something of how work is prosecuted in the colliery which is claimed, with much truth, to be the backbone of Westville; while Westville is claimed to be the backbone of Pictou Co.

We have double gauze safety lamps, the kind now generally in use in Westville, the light in which instantly goes out when coming in contact with gas sufficient to explode. All ready, and we glided down the first three thousand feet smoothly, the remaining seven hundred odd feet with a jerky movement. There is not sufficient avoidupois in the crowd to keep a sufficient strain on the long wire rope. At 3,100 feet down we called at a way station, the lowest lift but one, in order to exchange courtesies; and in a minute after we reach the bottom. The descent occupied fully five minutes. This rate is slow compared with the rate the coal is hoisted, but in lowering or raising men slow speed is deemed prudent.

First, the main new level, driving easterly, was travelled. It is a level and not a serpentine walk as some levels are. It is as straight as a die, or in plain terms as straight as one could wish, going to show that the management and workmen were not neglectful to take frequent "sights." The men working in the level saluted us in a curious fashion: "Hulloa. Have you come down to see the Chinamen." It seems that sometime ago the levels were taken at a lower rate than previous levels, and for working at a less rate the men were dubbed Chinese. The coal in the level on account of the pressure is friable. It is fine coal to work. The "holing" is done on the top, a little at a time, and then what is under the holing, called the fall, comes easily away. The men work in shifts of eight hours and make \$2.40, which is considered fair pay. The coal in this and the level on the south side is of excellent appearance. It is nearly all clean coal. Small bands of stone are met with occasionally, but there is no regular stone veins. In this and in other collieries in Pictou the coal keeps improving the deeper the mining. The mine bord or air level was also being driven. The levels are worked though the pit may be idle as on this day. This to keep the work well ahead and provide places for the body of men, and indicates farsighted management. Crossing to the south level we found other men who said they had "cues" though short cropped, but seemingly they did not worry over the name given them. The levels on either side are "in" some three hundred feet, and are going forward about ten feet per day, so that by the time other places above have been wonned of their coal there will be sufficient new places ready.

We now retrace our steps to the south level above in order to see for ourselves the boasted system of haulage by tail rope. In a word it is a beautiful system, and I should say in the long run a thoroughly economical system. To give a short explanation. Here first is an engine, double drummed, made at the colliery, and fed from the top. On one drum is a rope three thousand feet long, double the length of the level, and another one 1500 feet long. The long rope on leaving the drum is carried over pulleys to the end of the level and then back again to the place of start. It is here attached to the empty boxes—of course to the forward end, while the end of the 1500 foot rope is attached to the hind end of the empties. The empties are hauled to the face, the 1500 foot rope having been dragged in with them. There is a piece of spare rope at each station used for the purpose of overcoming short distance between empty and full rakes. The 1500 foot rope is then attached to the full boxes, hauling them to the bottom, twenty-two boxes at a time. There is exchange of courtesies between the two ropes. The long rope used for empties hauls in the rope used for the full boxes, and the full boxes' rope hauls out the empties' rope. Everything goes like clockwork, and the officials declare they would not revert to the mule and boy system under any consideration. Mr. Hayman said he would not part with it for fifty horses. John went better by two hundred horses. But really is there much advantage over the old system? Unquestionably. The rope does the work of seven horses and seven boys, and is therefore most economical, as the original cost cannot be great. One engineman and a train conductor are all the force requires. Then it is a humane system. Horses are not maltreated or worked, literally, to death. And then the boys. Some may think the displacement of the labor of boys in mines by machinery is a calamity. Others do not think so. There are those, and the writer among the number, who would like to see as few boys in pits as possible. To work in a mine may not be injurious to a boy's health, but it is not the best place for him morally or intellectually. Do all the objections to boys in mines not apply to other works? No. If work-