



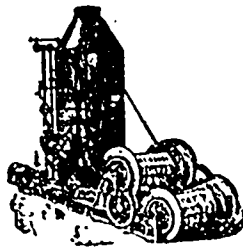
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Roburite.

This is the only explosive ever invented that can in reality be termed

A SAFETY FLAMELESS EXPLOSIVE.

It is not affected in the least by change of temperature; neither Fire, Lightning, Electricity or Concussion can fire it, and nothing but the insertion of the Detonator or the cartridges can make it explode. Since its first introduction THERE HAS NEVER BEEN A REPORT OF A SINGLE ACCIDENT OR LOSS OF LIFE either in its use or manufacture. Any explosive containing NITRO GLYCERINE when exposed alternately to moist and dry air is LIABLE TO SPONTANEOUS IGNITION, and such is reported against by H. M. Inspector of Explosives. 31-XII-90. Hence the terrible accidents which are constantly occurring from the use of Dynamite whereby THOUSANDS OF MINERS HAVE BEEN KILLED.

ROBURITE IS ALSO MORE ECONOMICAL TO USE than any other explosive. This has been clearly demonstrated in the case of the STEEL AND IRON WORKS IN ENGLAND that are using it exclusively, and Miners in Nova Scotia have only to study closely the character of the material to be operated on, and after a little practice will discover that a very small charge of Roburite will do all the work that larger charges had previously been used to do. MORE COAL CAN BE GOTTEN BY ROBURITE AND AT LESS COST than by any other explosive, whilst at the same time ALL RISK OF ACCIDENT IS AVOIDED. These are facts which should be well studied by Managers of Mines and Miners who have any regard for their lives and the comfort and happiness of their wives and children.

Manufactured in Halifax and for sale by

THE CANADA EXPLOSIVES COMPANY, Limited.

Office: No. 2 DUKE ST., HALIFAX, N. S.

MINING.

COAL TRADE.

From Report of W. Madden to the Department of Mines, Year 1891.

EAST RIVER AREA—I would further say that a very familiar form of accident in all our coal mines is caused by coal falling from the working face. This, in my opinion, can be remedied to a very great extent, by first, the management strictly enforcing the proper timbering of places, and secondly, making it the duty of their officials when visiting a working place, not merely to ask the men how they are getting on, but to look and ascertain if the place is properly timbered, and if not, to cause that it be done at once.

Another familiar form of accident is the "trapper by ya" being either jammed by boxes, or trampled on by horses. The cause is in many instances leaving their doors to gratify some curiosity, or in visiting the next trapper, but more frequently by going to shift points or some other duty for the driver. These are two of the most familiar form of accident met with, and they, I have no doubt, can be greatly decreased by the management preserving strict discipline and rigidly enforcing the laws. So far we have been very fortunate from accidents by raising or lowering men in slopes, as every practicable provision has been made for safety. This, however, is not so in our perpendicular shafts. No provision has been made in them to meet such accidents as over-drawing or breakage of rope, and the time has now come, in my opinion, when some protection should be made to meet such kind of accidents, and appliances such as King's Patent Detaching Hook, or some other of a like nature of equal or more value, should be in constant readiness to meet with such accidents.

WILLIAM MADDEN.

CAPE BRETON COUNTY—The total sales for this County were 982,392 tons against 916,994 tons in 1890.

The increase was principally in the home sales and those to the Province of Quebec.

During the past year the Gardiner mine was got into good working order by the Burchell Bros., who introduced a Jeffrey's electrical coal cutting machine. The Sydney and Louisburg Coal and Railway Company reopened the Emory seam. Both these mines are said to yield a coal adapted for steamer uses. Preparations are being made for introducing mechanical coal cutting machinery into several mines in the Cape Breton district. As a result of the Cape Breton Railway coal from this district is burned on the Eastern Extension Railway.

The production of the Collieries is for the year 1891, was as follows:

COLLIERY.	RAISED.	SOLD.
Bridgeport	30,897 tons.	32,547 tons.
Caledonia	159,985 "	144,995 "
Gardener	18,746 "	17,105 "
Glace Bay	117,767 "	110,212 "
Gowrie	158,064 "	152,367 "
International	133,179 "	124,677 "
Ontario	3,111 "	2,709 "
Reserve	170,844 "	154,656 "
Sydney	170,691 "	146,645 "
Victoria	111,037 "	96,479 "

Prospecting was carried on at several points in Cape Breton County, and it is claimed that a new and workable seam has been found underlying the Gardener seam. Such a seam would prove, owing to the great extent of country it would underly, a great addition to the coal resources of the Island.

At East Bay, Mr. Young, on behalf of some American capitalists, has been engaged in sinking on a bed of hard coal, and will continue with better sinking appliances in the spring.

The Mabou Gypsum Company have opened one of the Mabou seams and sold a few tons. The seam is 7½ feet thick and of good quality. A wharf has been built, and it is expected that next summer a considerable trade will be done with Nova Scotia and Prince Edward Island.

I append Mr. Neville's report on his inspections during the year 1891.

BRIDGEPORT, Dec. 31st, 1891.

E. GILPIN, Esq., Deputy Commissioner and Inspector of Mines:

Dear Sir,—I beg leave to forward you a report of my inspection through the Cape Breton coal mines, during the year ending December, 1891.

SYDNEY MINES.—The north side pump deep has been driven further to the dip and a new landing opened there, two hundred and ninety-one yards below the old landing. No. 1 angle deep, south side of pit bottom, has been driven through the trouble and extended, so that a new landing has been opened at three hundred and thirty yards further to the dip than the old landing, also No. 2 angle deep south side, has been extended and a new landing opened out three hundred and thirty yards further to the dip than the old one.

A new and larger spur wheel has been put on the north side underground engine to increase its hauling capacity. A new Jack engine drum and ropes have been put in for lowering and drawing the men from the pit. Also the back of the cages are boarded in and an iron bar placed across the front for safety.

The ventilating fan has been much improved in efficiency, by tacking sheet rubber to the periphery or margin of the blades, also by enlarging the outlet for the escaping air. A second new apparatus has been erected to help the filling away of the bank coal during shipping season. Cast iron tubing has been provided with which to line the pumping shaft at points where the stone is wasting away, by reason of the heat from the steam of the underground engine.

The heapstead pit tops, boiler seats, and engine houses, have been lighted by electric lights. A small horizontal engine and dynamo have been put up for that purpose, all of which gives satisfaction.

To be continued.)