

ever glowing, and the smokestacks belch forth black clouds of smoke—the sign of industry. The handsome power house is next in view, and here a Ball engine of 150-horse power exerts a powerful dynamo that generates the electric force to drive the three forty-ton motors used in the levels for hauling coal for a distance of two miles from the pit bottom, and also for supplying light where its use can be applied above and below. Our attention is drawn to the so-called “Pullman cars” for conveying miners to the No. 5 shaft, some miles towards Nanaimo River, in the south coal field. A closer look evokes a smile; while the rubber springs are there, yet all is rough and bare, but safe has been the transit for years past—no accident has happened, no life endangered or limb hurt, in the many miles they’ve run. Near by the office is the goods depot, where “everything” required is kept in store and issued on order from the proper source. The powder magazines are situated about two miles on the No. 5 railway and issues are made in kegs at appointed times.

The “stables” and their grounds are a department by themselves, and with their noble horses and well-kept rolling plant are an indispensable provision for transferring supplies for uses of the mine, and the periodic housing and treatment of the force of mules which trundle the coal cars in the dark roadways below. For want of room in the stables of No. 1 shaft some of the mules are now brought up and enjoy their shelter and rest above. The hauling of the large quantities of lumber and pit wood and the delivery of all kinds of goods, provender and machinery to various works and different parts of the company’s estate makes a service of horses and waggons a needful requisite. The animals and plant on view at the stables will satisfy even an exacting connoisseur. Then the company have a farm, of which more anon. Jumping on the locomotive “San Francisco”—again by leave of the demure driver—we take a “run” of thirty coal-laden railway hopper waggons, for shipment; we learn that each waggon carries from five to six tons of coal and the run, after passing over the scales are emptied down the chutes into a vessel’s hold. Stopping at the wharf weigh-house, we alight and observe the detail and care with which each waggon is weighed, its number, and tare weight (painted on its side) gross weight and nett, recorded. Four double tracks lead to staiths, with chutes that serve the tide levels, or, the waggons may be shunted overhead of the capacious panelled bunkers where nearly 4,000 tons of coal can be stored, ready for shipment, in short order. On both sides of the bunkers are railway tracks, and thirty pairs of chutes discharge coal from the bunkers into waggons laid in train. The company’s shipping wharves embrace a frontage of upwards of 2,000 feet, and there are roomy wharves with hopper receivers into which ships unlade their ballast, consisting generally of rock, sand or earth. It is interesting to note the various kinds and sources of the addition formed to the *terra firma* of Nanaimo, by the ballast, which, for nearly half a century, has been dumped on its shores. By enquiry we ascertained that, within a radius of half a mile, there were contributions of lava from Hawaii, sand from Japan, shingle from the beaches of Alaska and Siberia, a large portion of Telegraph Hill, San Francisco, and shiploads from most of the countries bordering upon the Pacific Ocean. We follow up

our “run” of waggons and see the simple and expeditious method used for discharging the waggons directly into the hold of the fine steamer *Peter Jebsen*, under charter for San Diego in Southern California—the full cargo of nearly 5,000 tons (including fuel) was placed on board in the short space of twenty-eight hours. Lying at the wharf was also the noble specimen of collier steamer *San Mateo*, waiting her turn to take on a cargo of 4,500 tons for San Francisco, while in the offing, and at the ballast wharf, were several sailing vessels, part of the fleet engaged in the coal trade. Near at hand, at her own landing place, is the company steamer *Mermaid*, used for towing and shifting vessels and barges, and ready, at a moment’s notice to steam to Victoria or across the Straits to Vancouver, or to proceed up the Fraser River, as the case may be. Looking again at the loading of the steamer, it appears to be carried on as rapidly as possible—no waits between waggons. As fast as one is discharged and switched off, to join a train of empties, another waggon is sent to the chute, down which the coal runs in a stream, and yet, by an adjustment of the chute, much breakage is obviated. At suitable distances off the wharves, are large mooring buoys belonging to the company; they are held in position by heavy cables and anchors. To these, vessels can moor and swing off to wharf, as at all the be needed. The water at these wharves, as at all the wharves of the company on other parts of their estate) is deep enough to accommodate the largest vessels likely to frequent these seas. The Dominion Government dredger has been doing great service during the past six months right in front of the wharves, and along the north and south channels of approach there is a minimum depth of twenty-seven feet at low tide, and the dredger is still at work.

Mr. Robins, the Superintendent, with a view to further expediting the loading and dispatch of vessels resorting to the company’s wharves, is having an elevated railway laid upon substantial trestles constructed so as to gain a height of about forty feet above high water, and about forty feet distant from the seaward staith. Here a new shipping staith with a set of chutes to serve all stages of the tide will be erected almost immediately, as a large force of men has been recently engaged to carry out the work, and the completion of this extensive structure will enable the loading of coal into two hatches of the large freighting steamers at the same time, and will also admit of two gangs of coal “trimmers” working, where now, only one can be usefully engaged at trimming in the ship’s hold. After about 1,500 tons, more or less, according to the size of the vessel, has been put on board, it is necessary to trim, or shovel, the coal that is subsequently put on board, into spaces of the hold where it will not find its way by gravity, and this service is performed by a body of stevedores who are hired and paid by the hour a liberal wage for an exceedingly laborious task—these men have formed themselves into a “union” which has hitherto worked satisfactorily, and the rapid trimming of vessels at the company’s wharves has long gone on without a hitch, which is so far creditable to their “unionism.” *Apropos* of union organization, the workmen in the employ of the New Westminster Coal Mining and Land Company, Limited, are organized and regulated according to trade union principles—the miners and mine labourers have their “Protective Association,” and the artisans have their “Club,” and for