

The parties who recently acquired the Port Hood areas evidently mean business, as machinery for mining purposes has recently been landed. It is understood the new company have secured quite a few areas.

A long siding is being put down at the Albion closely adjoining and running parallel with the main line of the I. C. R. This siding is for the accommodation of the coal eastward bound, and will be a great convenience not only to the Acadia Coal Co. but to the government. It is laid at joint expense.

The Dom. Iron and Steel Co. has a number of smart young fellows as engineers who are kept busily employed and who take interest in their work. Among them are young Gilpin, son of Dr. Gilpin of the Mines Office; young Poole, son of H. S. Poole of the Acadia Coal Co., and Van Horne, only son of the only Van Horne. The Company are fortunate, in having such promising fellows—and these are fortunate in falling upon a place where so much can be learned.

Mr. Charles Fergie of the Intercolonial Coal Coy. is coming to the front as a Mining Engineer. He is the consulting engineer of Messrs. McKenzie and Mann and the exploratory and initial work on the coal areas at Broad Cove is being conducted under the direction of Mr. Fergie. Mr. Jos. Quigley of Westville is at Broad Cove at present carrying on some work at the suggestion of Mr. Fergie. It is understood that the best location for a slope or shaft, or both, to win the submarine areas which are believed to be very extensive and to contain excellent coal, is being sought for. Mr. Fergie was out at the "Coast" as B. C. is frequently called inspecting some coal areas held by Messrs. McKenzie and Mann.

Some of the papers are saying that the mining of coal will be brisk at Port Morien next year. The RECORD would advise no one to 'bank' largely on that. It will be two years at least, at the present rate of progress, before the Newcastle Syndicate will be in a position to put their coal in the market and that is supposing things pan out as proposed. The six foot of coal reported to have been struck is the Gowrie Seam. The shaft is now sunk to the coal, but before the company can reach their area a slant over 5000 feet in length has to be driven through the 'barrier' of the Dominion Coal Coy. And after that the levels in the Newcastle areas have to be driven. Besides all that there will be a great deal of work to do on the surface in order to put in an endless system of haulage by which it is expected to bring the coal from the faces to the shipping pier. Mr. McDonald, who is in charge of operations will not rush things as this opening of a colliery is only a little side show of his employers. It may be that friend Ochiltree is a longer headed chap than some give him credit for.

A steamer is kept busily employed carrying railway ties from the I. C. R. terminus at Mulgrave to Port Hastings for the Inverness and Richmond Railway. In the construction of this road considerable and commendable energy is being displayed. So energetically is the work being pushed that 3000 ties daily are required to keep the track laying force in operation. About a mile and a quarter of track is laid daily. The road is now completed 22 miles out from Hastings. It is expected that Port Hood—twenty-eight

miles, will be reached, by a completed road, by the twentieth inst. A large part of the road east of Port Hood is graded, so that work of track laying will go on without interruption. Astonishment is expressed on all sides, at the rapidity with which the work is being pushed. There has been nothing like it in the history of railroad building in this province. Mr. Sinclair the chief engineer is not only a genial but a go-ahead gentleman. As an instance of what Mr. Sinclair and his force can do may be cited the case of a cutting a hundred and fifty feet deep. The cut was through solid rock. Old time railroaders said it would take two years to cut through. The job was done in nine weeks.

COAL SHIPMENTS.

DOMINION COAL COMPANY, LIMITED.

Approximate Output and Shipments, October, '99.

	Output.	Shipments.
Caledonia	39,246	
International	18,734	
Dominion	47,417	184,700
Reserve	60,680	
	166,077	184,700

Shipments to the United States during October, 1899—32,718.

The total shipments for the 10 months ended 31st Oct. are 1,293,716 tons.

The shipments to Boston for the 10 months are 161,217 tons.

The shipments from Int. Pier were 134,300 tons; from Louisburg 43,400 and by rail say 7000 tons.

ACADIA COAL COMPANY, LIMITED.

Sales for October, 1899.

Acadia	7,668
Albion	12,210
Vale	5,083
	24,961

Increased over October, 1898—3,707 tons.

Coke sales October, 1899—2,015 tons.

Increased over October, 1898—1,483 tons.

INTERCOLONIAL COAL COMPANY.

Drummond Sales, October, 1899—19,166 tons.

The Venezuela arbitration award gives the British control of nearly all the territory in that country from which gold is obtained.

Notwithstanding the partial stoppage, owing to the war, of gold mining in South Africa, the world's gold production for '99 will be twice as large as it was ten years ago.

The miners' strike in the Slovan district, B. C., seems to be spreading. A number of Italians have been brought to the Payne mine. These are said to have been brought in under contract. This is an infringement of the Alien Labor Law and the miners have appealed to Sir Wilfred Laurier.