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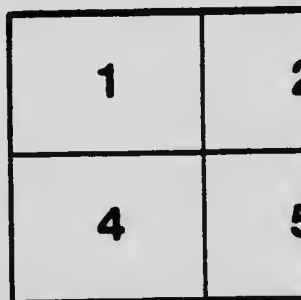
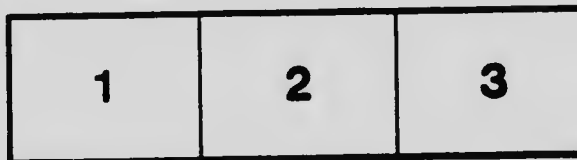
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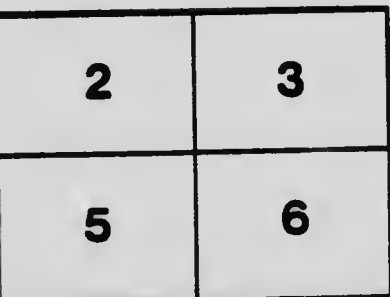
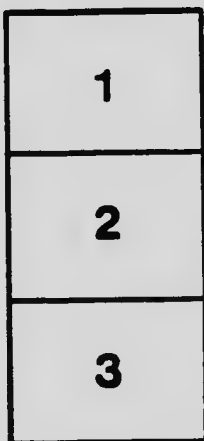
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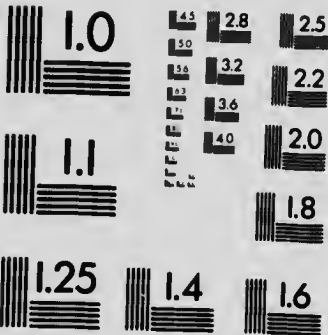
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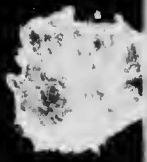


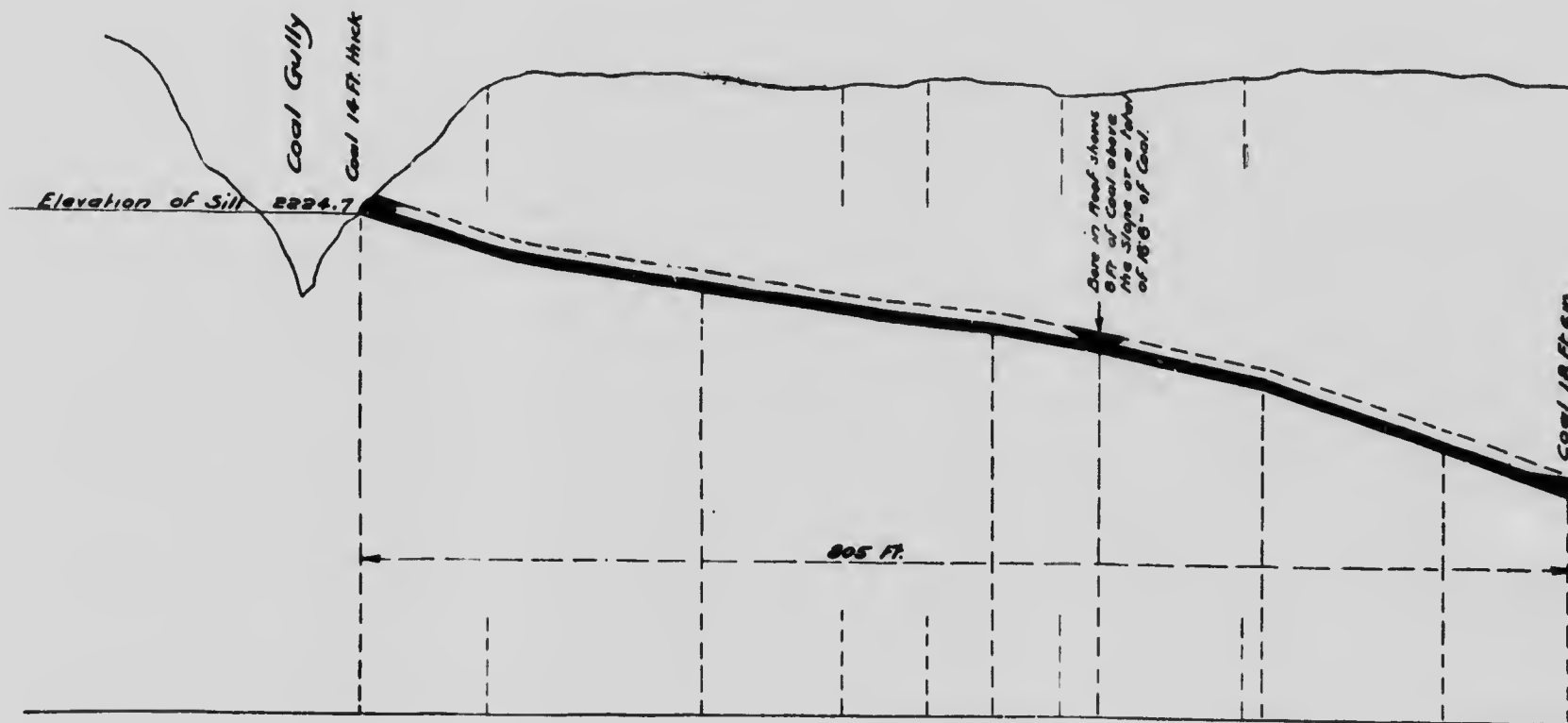
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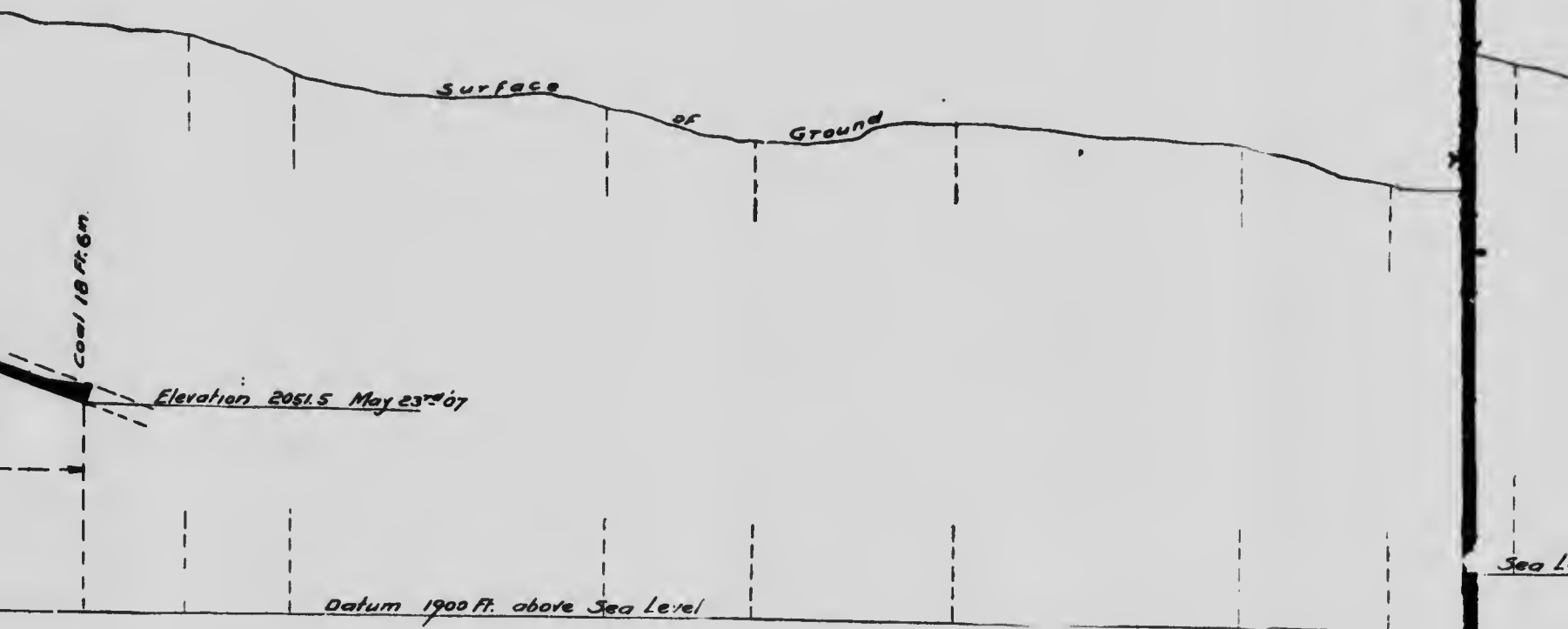
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Company, Limited

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SECTION ON LINE OF SLOPE

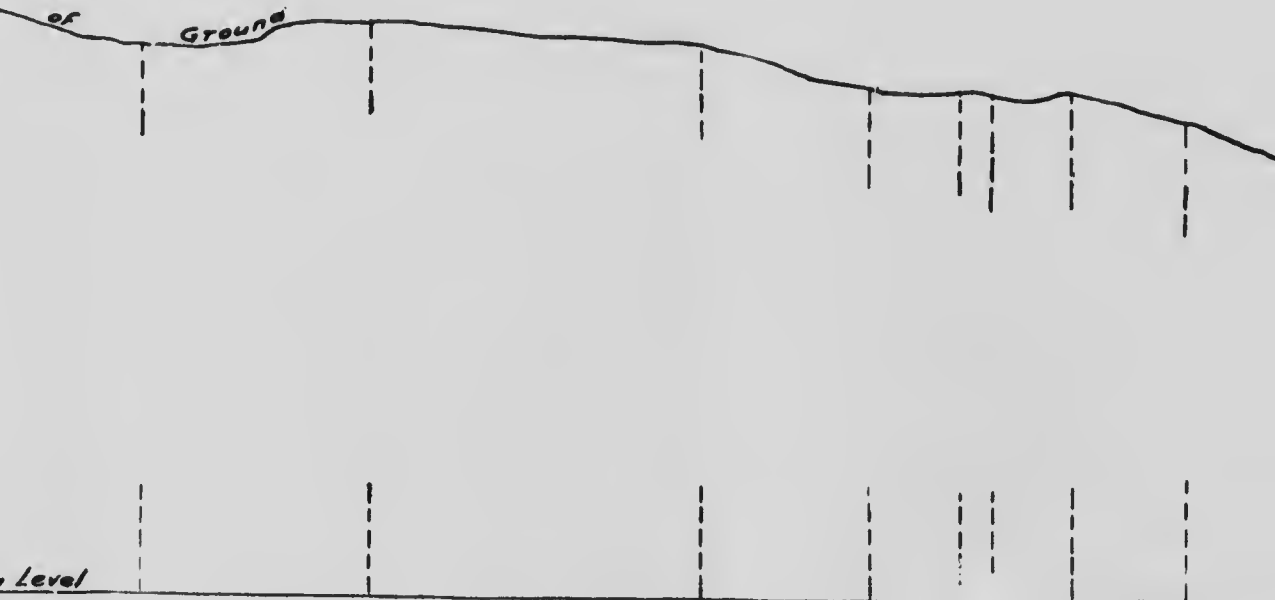
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NICOLA VAL

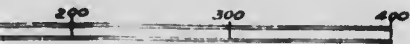
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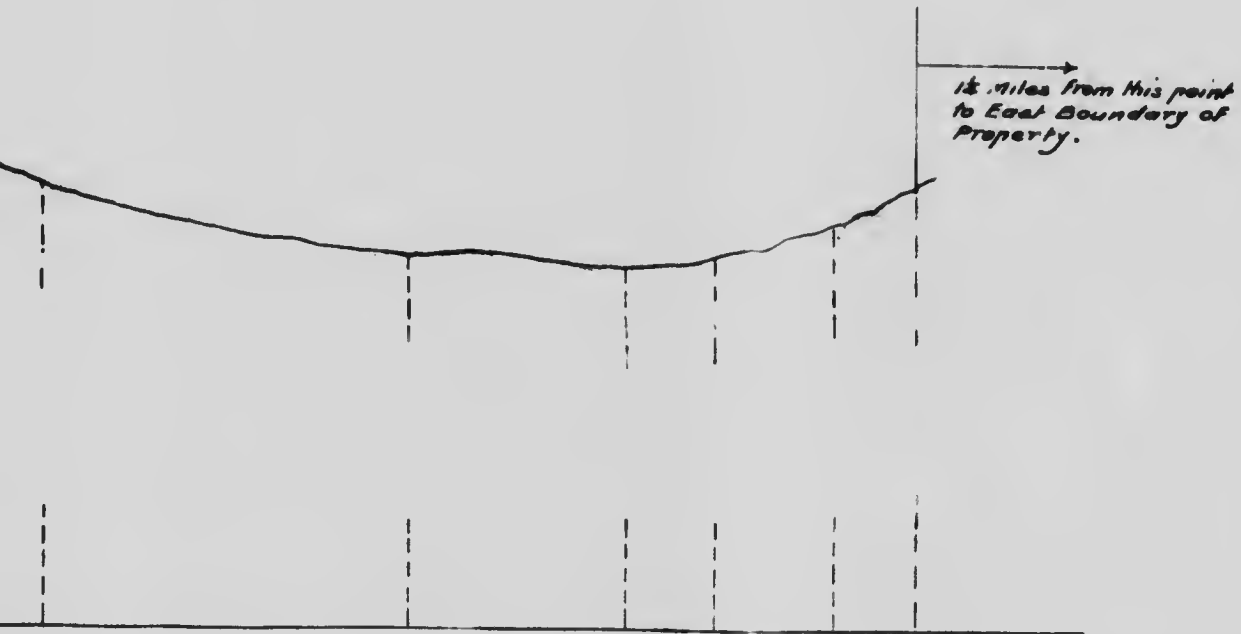


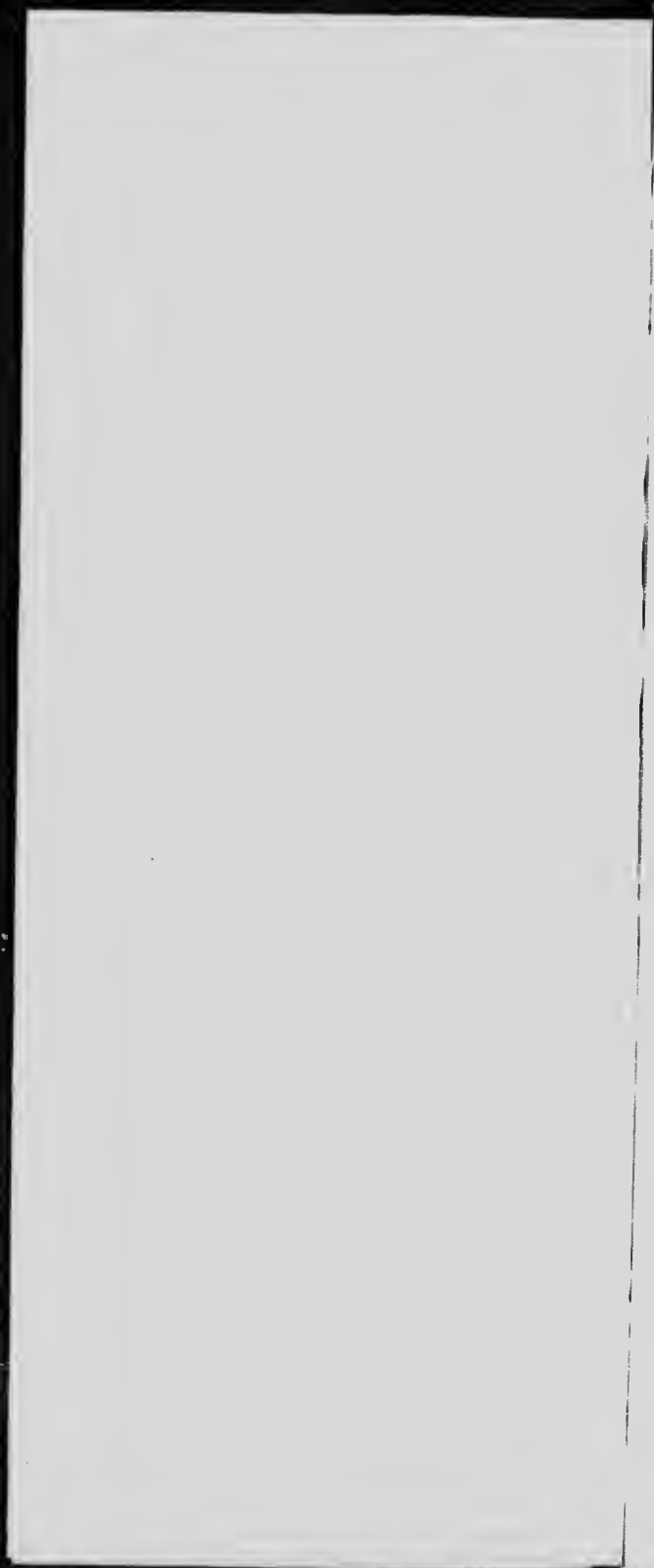
VALLEY COAL & COKE CO. LTD.

MIDDLESBORO' COLLIERIES

COUTLEE, B.C

showing workings on "JEWEL SEAM"







91673

**Prospectus**  
— OF —  
**Nicola Valley Coal and  
Coke Company,  
Limited**

INCORPORATED UNDER THE  
LAWS OF BRITISH COLUMBIA



**Share Capital:**

One Million Five Hundred Thousand Dollars  
(\$1,500,000), divided into 15,000 shares of  
One Hundred Dollars each, par value. Stock  
fully paid up and non-assessable. No personal  
— liability to shareholders. —

## PERSONNEL OF THE COMPANY.

### **President:**

JOHN HENDRY,

President British Columbia Mills Timber and Trading Co.; President  
V. W. & Y. Railway, V. V. & K. Railway, Vancouver, B. C.

### **Vice-President and General Manager:**

W. H. ARMSTRONG,

Of Armstrong, Morrison & Co., Contractors, Vancouver, B. C.

### **Directors:**

R. P. McLENNAN,

Of McLennan, McFeely & Co., Ltd., Wholesale Hardware,  
Vancouver, B. C.

LACILAN N. MACKECHNIE, M.D.,

Vancouver, B. C.

F. R. STEWART,

Of F. R. Stewart & Co., Wholesale Provisions, Vancouver, B. C.

F. H. LANTZ,

Broker, Vancouver, B. C.

H. D. WRIGHT,

Gentleman, Seattle, Wash.

### **Secretary-Treasurer:**

J. J. PLOMMER,

Accountant, Vancouver, B. C.

### **Superintending Engineer:**

BRUCE R. WARDEN, M.E.

Vancouver, B. C.

### **Mine Superintendent:**

ALEXANDER FAULDS, M.E.M. INST., M.E.,

Certificated Colliery Manager, Vancouver, B. C.

### **General Agent:**

S. J. CASTLEMAN,

Broker, Vancouver, B. C.

### **Solicitors:**

LIVINGSTON, GARRETT & KING,

Vancouver, B. C.

### **Bankers:**

BANK OF MONTREAL,

Vancouver, B. C.

### **Auditors:**

CLARKSON, CROSS & HELLIWELL,

Chartered Accountants, Vancouver, B. C.

**Head Office: Vancouver, B. C.**

**Collieries: Middlesboro', Coutlee, Nicola Valley, B. C.**



**T**HE Nicola Valley Coal and Coke Company, Limited, was organized in December, 1906, in Vancouver, B. C., being composed of some of the best known business men of the Province of British Columbia.

The President of the Company, Mr. John Hendry, is probably the largest Lumberman in Western Canada, and one of the leading Railwaymen in the Canadian West, being President of the Vancouver, Westminster and Yukon Railway, President of the Vancouver, Victoria and Eastern Railway, now building through the southern part of British Columbia, which will ultimately connect Winnipeg with Vancouver and the Pacific Coast, being part of the Great Northern Railway system.

The active management of the Company is in the hands of the General Manager, Mr. W. H. Armstrong, who is prominent among the leading Contractors of Western Canada.

The directors have complete confidence in Mr. Armstrong, and no expenditure can be undertaken without his personal approval.

In conjunction with the Manager he has associated with him the best engineering ability obtainable in the direct operation of the colliery.

Mr. Bruce R. Warden, M.E., who is Superintending Engineer of the Company's mines, has had a varied and valuable experience in Western mining, graduating in Scotland in 1891, coming to British Columbia in 1897. Since that date he has been connected with a number of mining and engineering enterprises in this province, having recently installed and operated the plant of the Pacific Coal Co. at Bankhead, Alberta.

In April, 1907, he left the service of this company to join the Nicola Valley Coal and Coke Co., Ltd.

The coal mining operations of the Company are under the immediate supervision of Mr. Alexander Faulds, M.E.M. Inst., M.E., who has had 36 years' experience in mining engineering and the management of coal mines in Great Britain, the United States and Canada.

Mr. Faulds is a certificated colliery manager, holding Government certificates of competency for Great Britain, the Province of British Columbia and the North-west Territories of Canada.

The Capital of the Company is \$1,500,000.00, divided into 15,000 shares of \$100.00 each.

10,000 of these shares are treasury stock, to be sold for treasury purposes only of the Company. The purchase price of the property was \$240,000, in cash, and 5,000 shares of the capital stock of the Company, which have been issued.

This leaves the Company with a working treasury capital of One Million Dollars including the purchase, represented by the above mentioned 10,000 shares.

This is considered by the Directors sufficient capital to place the Company in the first rank of commercial producers in the West.



NICOLA VALLEY LOOKING EASTWARD FROM COAL GULLEY.

## TITLE.

The title of the property is perfect, being Crown grants direct from the Government.

## LOCATION.

The property of the Nicola Valley Coal and Coke Company, Limited, which consists of 2,601 acres of Crown granted land, is situated near the confluence of the Nicola and Coldwater Rivers, on the Nicola Branch of the Canadian Pacific Railway, forty miles from Spences Bridge and 218 miles from Vancouver, by present Railway route.

## QUANTITY.

At Coal Gully there are four seams exposed to view. These seams aggregate forty-seven feet nine inches in thickness, being cut in cross section by erosion in the formation of the Gully. On the two top seams, the "Gem" and "Major," very little work has been done. Most of our energy has been expended on the "Ells" and "Jewel" seams, they being respectively, 8 feet 9 inches and 18 feet 6 inches in thickness.

These seams are the most valuable in the Valley, as well as being the most accessible coal in the Nicola Basin. The Nicola Valley Coal and Coke Company's available coal is computed to be one hundred million tons or more from data obtained from the above named seams. This has since been confirmed by their Engineer, after a period of six months' development.

## MARKET.

By the situation of our mines we can immediately find a railway market on five hundred miles of the Canadian Pacific Railway's main line. Being only 218 miles from Vancouver, we can compete for our share of the whole coast trade, including steam coal for vessels plying out of Vancouver.

By steamer we can enter every port on the Pacific Coast, north and south of Vancouver.

Then we can compete for the trade of all railway and steamship lines entering Seattle, Tacoma, Portland and Puget Sound points.

The Nicola branch of the C.P.R. is to be extended to Midway, via Princeton and Penticton. As this road is already built to Nicola, and the line passes within half a mile of our mine, we will be able to control all of the trade south of that point as far as Nelson, approximately 307 miles from our mine. The Crow's Nest Coal Company now supply the smelters at Nelson, Rossland, Grand Forks and Greenwood.

The route by which this supply is now hauled is shown by the following table of distances, which is approximately, via Great

Northern Railway :

FERNIE TO		NICOLA TO
Miles		Miles
895	.. Vancouver	218
585	... .. Revelstoke	246
479	.. Nelson	307
428	... .. Rossland	307
414	.. Grand Forks	201
440	.. Greenwood	190
444	.. Phoenix	194
568	... .. Princeton	70
593	.. Hedley	95
498	.. Midway	180

The distances from the above important smelter points to the Nicola Valley Coal and Coke Company's mines can readily be seen to be not more than half as far as the Fernie coal is hauled.

This feature alone is worthy of careful consideration, when it is remembered that there are many smelters in active operation that will become **directly tributary** to our mines, to which we will have less than **one half the mileage** to haul, and consequently **half the freight** to pay, as against the long haul now made from Crow's Nest mines.

The Vancouver, Victoria & Eastern Railway (Great Northern) is now building from Midway to Vancouver. This road also passes through Hedley and Princeton, then up the Tulameen River to the Otter Valley to the head-waters of the Coldwater River. At this point it will be about twenty miles from our mines. As soon as the line reaches the Coldwater River, construction will be undertaken to reach the coal fields without delay. The Great Northern Railway will be consuming and hauling Nicola Valley coal before the line is completed to Vancouver. The officials of this railway state they expect to accomplish this before the end of 1908.

This will give the Great Northern Railway a share of our coal and coke carrying trade, and also of various copper and other mines contiguous to us. It will also give us an alternative route both east and west, and in addition give us a market with the road itself for over three hundred miles.

During the recent coal shortage the Great Northern Railway relied to a large extent on the Fernie coal mines for steam purposes, and while the railway has other sources of supply, the cutting off of the Fernie source crippled the road for the time being.

So much was this the case, that the railway was unable to haul coal from Montana fast enough to enable them to haul coke and ore necessary to keep the Granby smelter going.

At the same time the Canadian Pacific Railway, having other sources of supply than Fernie, was able to secure practically all the coal needed, as far as known, the Hill line not touching these sources of supply. It seemed to keep the Great Northern Railway busy to get coal enough to haul its passenger trains and most important freight.

Owing to the shortage of coal during the last year in the Puget Sound district, we understand that the Pacific Coast Steamship Company, of Seattle, Washington, will import 28,000 tons of coal from Newcastle, Australia, for domestic use of the cities of Seattle and Portland. The first shipment will be made in June and will be followed by seven other shipments during July and August. Eight sailing vessels have been chartered to carry the coal to this Coast, and under the charter these vessels will sail from Australia during June, July and August, arriving in time to relieve the market at the opening of winter. The Canadian Pacific Railway are also importing coal from Japan for use on their mountain divisions during the coming winter.

## TIMBER.

An important feature in the operation of any coal mine is the available supply of timber.

In the district and within easy reach of the Nicola Valley Coal and Coke Company's mine, are several saw-mills supplying all kinds of lumber at reasonable prices and from these mills the Company can procure their required lumber.

In addition, the Company own four square miles of standing timber, contiguous to their mine. The Company is thus guaranteed an ample supply of timber and lumber for an indefinite time.

## GEOLOGY.

In 1904, Dr. Dawson's successor, Dr. R. W. Ells, of the Canadian Geological Survey, in a careful and extended report, said "that the beds of coal found in the Similkameen Valley are lignite of fair quality, but in the **Nicola Valley** they pass into **Bituminous** and form deposits of **great value**." (See report of the Dominion Geological Survey Department).

Dr. Ells, for the purpose of description, roughly arranges the coal areas into groups, and describes at considerable length the deposits found on the properties known as the Garesche-Green Coal measures, (**our property**), embracing the districts locally known as Coldwater and Coal Gully districts. On Coal Gully proper, he reports that four seams are exposed.

It will be noted that at the time Dr. Ells made his report, the tunnel in the "Jewel" seam was only 85 feet in length, it having been drifted 815 feet since. In addition to the long tunnel, there are several shorter ones in the other seams. The total thickness of the seams, as measured and reported by Dr. Ells, is **forty-seven feet nine inches**.

## QUALITY.

The quality of the coal in the Nicola Valley has been pronounced by the best known coal experts, to be one of the superior Bituminous coals known west of the Mississippi River, and is unexcelled for steam, domestic and smithing purposes, and fully equal to the best coking coal on the American continent.



PORTAL IN JEWEL SEAM, COAL GULLY.

It is the superior coking quality of the "Jewel" seam that makes it of such great commercial value. The coal in the various other seams is a hard Bituminous of the highest grade. It burns freely with a long flame, and practically without smoke, and on that account is especially adapted for steam and domestic use.

The coal in the "Ells" seam is very clean and free from sulphur, slate and foreign substances. It has been tested for blacksmithing, and pronounced to be as good for that purpose as the famous Piedmont coal of West Virginia, which has always been recognized as the best smithing coal in the United States.

Below is a copy of the analysis made by the Dominion Government Department of the Geological Survey, of coal taken from one seam of our mine by Dr. R. W. Ellis:

Water	3.17
Volatile combustible matter	35.73
Fixed carbon	55.25
Ash (light reddish brown)	5.85
	<hr/> 100.00

Coke, per cent 55.81, yields a firm coherent coke.

Following are four analyses from the different seams by Milton L. Hersey, City and Provincial Analyst of Montreal, P. Q., on May 13th, 1902:

Laboratory No. of Sample :	6395	6396	6397	6398
Marks on samples	No. 1	No. 2	No. 3	No. 4
Moisture	2.63	3.09	2.40	3.16
Volatile combustible matter	35.70	36.65	37.73	37.35
Fixed carbon	56.78	53.95	49.82	48.54
Ash	4.49	6.31	10.05	10.95
	<hr/> 100.00	<hr/> 100.00	<hr/> 100.00	<hr/> 100.00
Sulphur	0.57	0.605	0.84	1.09
Color of Ash	White	Lt. brown	White	Grey
Nature of flame during coking	Bright	Bright	Bright	Bright
Absolute heating value in terms of thermal units	13,246	12,564	12,022	11,650
Per cent of coke	61.27	60.16	59.87	59.49

**"All cokes were bright, hard, firm, and of excellent quality.** You will observe that the **sulphur is low in all cases and very low in samples 1 and 2**, and comparatively low in No. 3. In samples 1 and 2 the ash is very satisfactory. You will observe that in all cases the ash is light colored; in Nos. 1 and 3 it is even white."

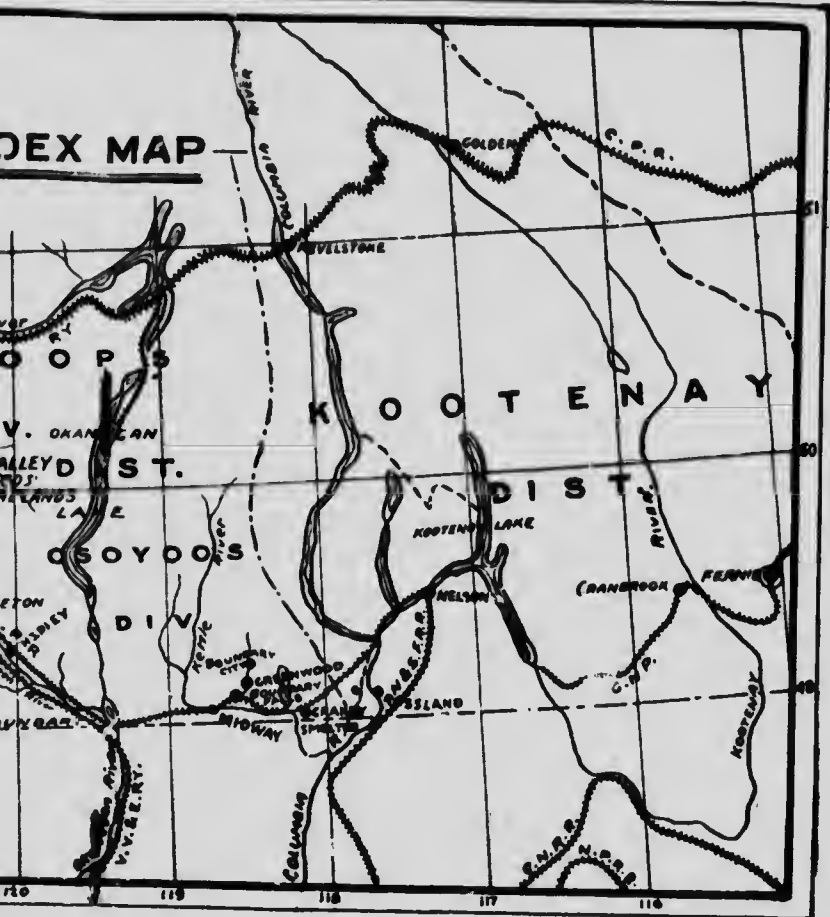
"You will probably find **no tendency** for the ashes in any of these coals to form clinkers. In coking, there was a copious amount of very bright flame which was not very smoky, and as stated, the cokes as obtained in laboratory tests **all had a bright steel grey lustre, and were very firm, hard, and well "cauliflowered," proving to be of excellent quality.** The heating value of these coals, particularly of sample No. 1, compares

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# INDEX MAP



favorably with the Bituminous coals of Cape Breton, and is of course very much superior to the Lignite coals of the north-west."

(Signed) MILTON L. HERSEY, M.A.,

City and Provincial Analyst.

Montreal, May 13th, 1902.

It will be noted in the above report that the lowest percentage in coke obtained was 59.49, while the highest was 61.27.

Copy of analysis made by J. O'Sullivan, Esq., F.C.S., March 11th, 1907, from coal taken 300 feet in from mouth of slope in "Jewel" seam:

Moisture	4.50
Volatile combustible matter	35.50
Fixed carbon	54.90
Ash	5.10%
	<u>100.00</u>

Coke, 60 per cent.

Character of coke, hard and coherent.

(Signed) J. O'SULLIVAN.

Mr. O'Sullivan further writes:

"Gentlemen, As there appears to be an impression in the minds of some people, that the product of your Collieries is a "Lignite," I beg to state emphatically that it is a rich bituminous coal of excellent quality, and gives by fast coking a hard coherent coke."

Yours faithfully,

(Signed) J. O'SULLIVAN,

Assayer, Analytical Chemist and Metallurgist.

Vancouver, B.C., March 11th, 1907.

Herewith are the latest reports received from Messrs. Faulds and Warden, the engineers who are on the ground personally conducting the operations of the Company:

To the President and Directors of the

Nicola Valley Coal and Coke Co., Ltd.

Gentlemen,—

The undersigned has the honour to lay before you the following report, which is composed of minor reports transmitted to you informally from time to time as to the amount of work executed and progress made upon the property of the Nicola Valley Coal and Coke Co., Ltd., situated at Middlesboro' in the Nicola Valley near Contlee, B.C.

I reached the property on the 6th day of December, 1906, and on the following day, after a careful examination of the tunnel in Coal Gully, engaged and started three miners digging coal in that location in new ground off the old level, and afterwards inspected the coal tunnel in Coldwater Hill, now known as the "Ells" seam. The force was shortly increased to 20 men.



NICOLA VALLEY LOOKING WEST FROM THE MIDDLESBORO' COLLIERIES.

First shipment of coal was made from Coal Gully to Nicola Lake on the 17th December, 1906. We have been shipping coal ever since regularly and locally for domestic use for locomotives on the railway construction here and to the Canadian Pacific Railway Company, and also to Vancouver, B.C., to which point the first car of coal ever shipped out of the Nicola Valley was sent on March 3rd.

## DEVELOPMENT.

A slope "S" 73½ degrees W. in the coal in new ground was started and has been continued up to date for a distance of 900 feet. The coal in this slope has improved very much in quality with depth, and from experiments made all the coal in this seam, which is 18½ feet in thickness, has proved to be of good bituminous coal of excellent quality, with, to a very moderate extent, the usual faulting and folding characteristic of such coal seams.

The slope has now been driven sufficiently far down for locating the tunnel to be driven in from the outside to meet the tunnel we are now driving in the coal on the inside.

An output of 100 tons daily will be secured very soon after completion of this tunnel, and this output will be gradually increased to 1,000 tons daily.

The above output can be augmented from the "Ells" seam on the north side of Coldwater Hill and from the upper seams which are located on the north side of Coal Gully Hill, immediately above the present tunnel location.

These upper seams and the "Ells" seam are shown to be similarly deposited to that of the coal in the slope in which we have been driving, and also similarly to their respective sections as exposed in Coal Gully.

The fact that the slope is located very near the western boundary of the property, and dips as it does towards the eastern boundary, means that your company have practically the maximum area of profitable coal seams, thus fulfilling the anticipated expectations of the undersigned as to the extent of the deposits and quantities, (being estimated at 100,000,000 tons), these as described in a former text, from which can be had an output of from 200,000 to 600,000 tons or more per annum for very many years. A very large tonnage of this will be high-grade coking and excellent blacksmith coal.

The "Ells" coal seam on Coldwater Hill shows up in three open cuts, and you have the most valuable portion of this seam in the Company's property.

This seam being a first-class smithy or blacksmith's coal, I have located a test pit at a suitable elevation for railway facilities to open up and operate this valuable seam immediately.

As I remarked in a former report to you, your Company have the portal and outcrop of the "Jewel" coal seam, which is the key of the situation of the entire area and the most valuable portion of the Nicola Valley coal basin, and which seam is the lowest known in the valley.

The key of the situation referred to is certainly secure by the entire absence of mantled drift of boulder clay, sand and gravel, which prevails to the north of and outside your Company's property, and which I remarked in a former report would necessitate very expensive shaft sinking and heavy pumping of water in order to reach any of the coal in the basin.

The property of the Company has been equipped with buildings and their necessary accessories for the housing and accommodation for 50 men. These buildings are all of substantial construction, containing good sanitary arrangements.

I have just completed the installation of an adequate and excellent water supply from the Coldwater River, the water being pumped from the river by a double-acting Worthington steam pump to a tank of 10,500 gallons capacity, and thence conveyed to the buildings and mine by 6 inch wire-wound wooden pipes, giving at the houses a gravity pressure of  $41\frac{1}{2}$  lbs. per square inch.

This system is fully equipped with fire hydrants and the requisite valves for domestic and steam supply purposes.

Coal from the exploratory slope is being hoisted with a double-cylinder Beatty hoisting engine.

I submit a longitudinal section or profile of slope, a cross section in proximity to tunnels and slope, a cross section of "Ells" seam for the illustration of my remarks.

In conclusion I wish to inform you that this colliery, when fully opened up, will probably be classed as a non-fiery mine; and, if not the safest, will be one of the safest operating collieries in the west.

The location of the property is unique and the site ideal for opening up a profitable coal field in a modern and economical manner, and when the railway spur now building is completed the advantages possessed by your property are unsurpassable, and I have no hesitation in saying that you have a proposition operating and paying from the grass roots, and that no more favorable or opportune time could occur for undertaking the work I have had the honour to inaugurate from instructions of your General Manager.

Respectfully submitted by

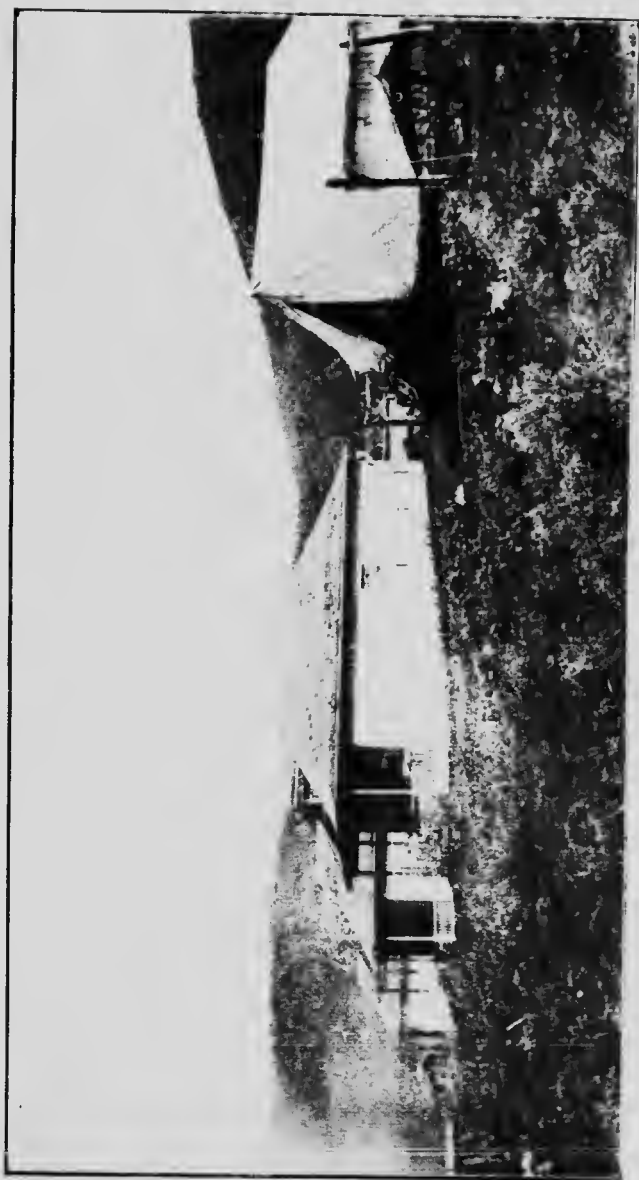
(Signed) ALEXANDER FAULDS, M.E.,

Mine Superintendent.

Middlesboro' Collieries,

Nicola Valley,

Near Coultree, May 27th, 1907.



TEMPORARY QUARTERS OF STAFF NICOLA VALLEY COAL & COKE CO., LTD.

TEMPORARY QUARTERS OF STAFF NICOLA VALLEY COAL & COKE CO., LTD.

To W. H. Armstrong, Esq.,  
General Manager,  
Nicola Valley Coal and Coke Co., Ltd.,  
Vancouver, B.C.

Dear Sir,

As you are aware, I have, since my arrival at the Middlesboro' Collieries on the 6th inst., been engaged chiefly upon topographical surveys of the northern end of the property with a view to determining the most advantageous location for the permanent buildings which are to be erected for the handling of the product of the mines.

I have not yet had time to locate all the outcrops of the various seams which are on the property, and there is a considerable amount of work to be done in this connection before a plan can be prepared furnishing you with such information as will enable you to decide upon the best means for the opening of those seams on which as yet no work has been done.

So far practically all the development work has been concentrated upon the "Jewel" seam, which, on the 23rd inst., the date of my last survey, has been opened up by a slope to a depth of 820 feet.

At that date the bottom of the slope was at a depth of 173 feet, measured vertically below the outcrop of the seam in Coal Gully and at an elevation of 2051.5 feet above sea level.

At this point we have commenced to drive outwards on the coal to connect with the main entry, work upon which will be begun shortly and pushed from the outside simultaneously.

The length of gangway and tunnel combined to connect these points will be about 600 feet, or perhaps more, depending upon possible variation in the strike of the seam, and should be completed in about three months time.

This work will open up a large area of coal, and its completion will give us a perfect system of ventilation and enable development work to be pushed ahead very rapidly, and a large output obtained in a very short period of time. The site for location of tippie, boiler house, power house, etc., is admirable; and on the flat lying to the north and east of the main entry there is ample space for coke ovens, coal storage yard and railroad sidings. For our requirements the contour of the ground is such that it could hardly be improved upon. From the point at which the railroad spur will enter the property to the site of tippie, a distance of 2,700 feet, there is practically no grading to be done.

In the first instance it is the intention to use horse haulage for the underground transportation of the coal, but eventually there will be installed a system of haulage the motive power for which will be either electricity or compressed air to suit conditions which will develop as the work of opening up proceeds.

The mine cars will have a capacity of from one to one and a half tons, and material for seventy-five of these cars is now in transit.

It is not anticipated that a washery will be required to prepare the small sizes of coal for coking, but in the event of the opening up of other seams making such a plant necessary there will be no difficulty in obtaining all the water that may be required.

The water-works system which has been installed and is now in use is sufficient for requirements for some time to come, and can be readily augmented at small additional cost should that become necessary.

The buildings comprising the camp consist of cottages, a bunkhouse with accommodation for 20 men and a boarding-house for 50 men.

Materials for tool house and stable are on the ground.

These buildings and buildings for additional accommodation of employees will be proceeded with at once in order that the work of getting the mine on a basis of large shipments may be prosecuted as rapidly as possible.

Accompanying this are three profiles and a plan illustrating the report of Mr. Faulds, Manager of the Mine.

Yours truly,

(Signed) BRUCE R. WARDEN, M.E.,

Superintending Engineer.

Contlee, B.C., 30th May, 1907.



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# Nicola Valley Coal and Coke Company, Limited.

## APPLICATION FOR SHARES

CAPITAL, \$1,500,000 IN 15,000 SHARES, \$100.00 EACH.  
OFFICE: IMPERIAL BLOCK, VANCOUVER, B.C.  
P. O. Box 1162

TO THE DIRECTORS,  
NICOLA VALLEY COAL AND COKE COMPANY, LIMITED,  
GENTLEMEN,

I hereby request you to allot me  
Company, Limited, at ONE HUNDRED DOLLARS per share, fully paid and non-assessable, and  
I agree to pay draft

shares in NICOLA VALLEY COAL AND COKE  
days from date, made on me payable at the Bank of  
in  
( \$ ) DOLLARS,  
for

in payment of same, and I authorize you to register me as the holder of said shares.  
WITNESS :

Signature in full  
Address  
Occupation  
Date





NORTH BOUNDARY OF NUI LA VALLEY COAL & COKE CO'S PROPERTY

Site for Tipple, R.R. Sidings, Coke Ovens, Etc.

Profile No. 2

Top of 2000 ft

2000 ft

Main Entry 2045 ft

Main Entry 2045 ft

Bottom 2000 ft

Profile No. 1

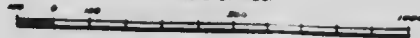
Supply Pits

Camp

NORTH



Scale of Feet



NICOLA VALLEY COAL & COKE CO. LTD.  
MIDDLESBORO' COLLIERIES  
COUTLEE, B.C.

