Now I would like to have a little talk to the members of the Coal Tyee and the Black Diamond Research or such, a little about my early days in Nanaimo, my boyhood days concerning the old Douglas seam. Now, as you well know that there has been a lot of talk about it lately. But before I get to this point, I would like to mention that in the other coal mines, larger ones, Number 1, I'm thinking of now, they not only had to mine coal but they also had a problem of gettin' rid of a lot of rock through havin' to brush more for road ways, especially where the seam was not that high. Now, the removal of the rock had to come out of the mine. Being the fact that the --- in the mine, they could put a certain amount of this rock into the gob, but it wouldn't hold it all, and there was other spots where they couldn't actually couldn't get rid of it down below, so they had to haul it up out of the mines and it was loaded into side dump rock cars. Now, these of course were hauled by the locomotives and they laid rails and the whole of Terminal Avenue in Nanaimo was filled in because, at one time, the tide travelled right through and the city of Nanaimo was really an island. It had at one time three bridges. A lot of people don't realize today that there is a tunnel under Commercial Street and that tunnel commences about where the BC Hydro buildin' is, between that and what was Nash Hardware, right in that area, in that corner. That tunnel goes underneath the street and it comes out where the which has been now converted to Fletcher Store down below, and it is about eight feet in height, semi circle. This big tunnel was put in when they started to fill in and that what is now Terminal Avenue. The reason for it: there was water, the tide--- actually was still travelling through that way when they started to fill as well as it did away with the bridge that was there, a fairly long bridge, not as long as some of the earlier bridges were. Now, this tunnel of course, it has pipes running into it, some way up the street, as far as Dakon's Store and that, where the water drainage from the
street runs down those handle covers and it goes in to about an eighteen inch or two foot diameter pipe, which runs right down the street. It empties into where this tunnel is. From this tunnel, it runs out and they have put a pipe, concrete pipe in, and carried it out past the back of the stores, Fletcher's area. This, in turn, joined up with at one time a wooden flume which travelled across the portion of the east of Commercial Street. This portion of the fill had a wooden flume that went up behind the old Hotel, that's about opposite the Salvation Army. And behind, what was known as Hardy's Drugstore, that was there, there was a shaft there, at least not to any great depth, it wasn't very deep down, but it was one of the openings to this pipe, and this pipe let into the mine of the Douglas seam. Now there was a tunnel in behind the Salvation Army, in there, in the early days. And then, they had worked from there up Nicol Street, I don't know how much they encroached on Victoria Road, but they took in that portion there. Now, this Douglas seam continued right along until it got out to what was known as the Gordon Estate that is a portion of Victoria Road, pass Needham, that drops down into a hall. There is a buildin' there now, and there was a big black bird patch only a year or so back, and in the middle of that black bird patch, there was another shaft there. Now, how much beyond there, I don't know how far beyond there that they had worked. But in any case, they had another shaft in the one hundred block Nicol Street that also connected up in the Douglas seam, that would be, oh, maybe two-hundred feet from the corner Finlayson and Nicol. Also they had an air shaft in, what was in my younger days, was a vacant lot, and that was on the corner of Victoria Road and Dickson, as it was called. It's now called Milton Street all the way down, but it was Dickson Street from Victoria Road down, and that would be the north-east corner of the intersection. Now, this Douglas seam, as I referred to that goes out to the Gordon Estate, and all that land and all that, the water, in the winter time, run down that shaft, and found its way out behind Fletcher Store which was Commercial Inlet, Commercial Inlet, in fact,
went up right to the Queen's Hotel, at one time, all in around there. But when they filled in that portion which is Terminal Avenue then the Inlet lost its size and it was behind Fletcher's first store. Now, this mine rock, I'm going to talk about, it's brushing, it was, there was a lot of particles of coal, it could be bony coal from the pickin' table, that is coal that has a lot of rock of it, stratas of rock among the coal is known bony coal, and the brushing and everything would be of the same. There would be particles of coal in this here. Now, it was piled to a depth, I think around of maybe twenty-five feet, in depth. Now, in years of standing and that weight on the particles of coal a spontaneous combustion occurred and the spontaneous combustion started this coal burning with the heat that was generated, but it didn't receive oxygen therefore it burned very slowly, just generated heat, but found its way up through, and a certain of smoke with a lot of smell was coming out of the ground. It seemed as though there was no way of stopping it, really, but anyhow, I came back to that part in a minute or two, but the Inlet was on fire. This wooden flume that was carrying the water out of Douglas seam, it of course, burned, and the weight of rock and that collapsed it and when it collapsed it, it sealed off the outlet of water coming from the mine. Now, sealed off, it was fine until the winter came with a fair amount of snow and rain followed. The mine itself filled up with water and it filled right up and right out as far as the Gordon Estate. By the time, of course, through years, there was a couple of housed built down there, and while they had their --- their floors would be at least four or five feet above the ground level, but in any case, that whole area, ended up bein' a lake, and it flooded the floors to about a depth of eighteen inches of water. People had to move out, of course, but in any case, this flooding took place and it flooded that area. Now, down near the fire hall, there was a wooden building there, and there was a chap in there that had a second hand store by the name of Jaky Drids, he was there for a long time when I was a young fellow, in that building, in the bottom part of it, they rented the top part. So, under that buildin' which
was behind the fire hall, maybe a distance of possibly thirty feet behind the fire hall. Now, been that water pressure was in there, and it found a thin spot under that buildin' and the water went up to the surface because it had the whole weight of water of that lake in there, you see, that was formed, and all the water in the mine. Well, bein' that the ground was quite hollowed behind the fire hall, when it broke through the water rushed up against the back door of the fire hall and the door had to be opened and the water run through the fire hall and they opened the front doors to let it out there too, and the fire man had to go around in boots to the fire trucks, because it was a little river running right through the fire hall. Now, this river run down and by the Crescent Hotel area and it finally found its way down to the ocean or Commercial Inlet, I should say, and in doing so, it ---- everybody that walked down the street, if they didn't watch out they get themself wet with the water running. Now, this run for quite a while a the winter long. So, during the depression, so they had to find a way of stopping this fire. So, they went to work, and they dug a ditch by hand all the way from, what is now the Jean Burns Building, and from there right up through behind Mike Bicycle Shop which now longer is there, and right up behind there. We had a city rest room there too, and its wall stared to crack and it had to be abandoned before and torn down. But in any case, they dug this ditch all by hand and as they went down, they had wood plat forms. So, finally at the bottom, when the got down to the mother earth diggin' this rock out, mine rock, they dug and they threw the rock up on the platform and then there was an other chap there, and he threw it up to the platform above him, and the next one, he threw it over the top and then it was carted away. So, when they got this ditch dug, it took quite a while to do it by hand, and at that time the men would be gettin' around maybe seventy-five to a dollar a day for workin' on it, for a eighthour day and no coffee breaks in between either, I might say, like they have today. Anyhow, this went on. So then the coal company laid a truck alongside of this ditch and also they laid a
truck down onto the sand bar which is now where the--- well it is now
called the wharf, I don't know what they are calling it now. But in any case, they laid a truck down on to the sand, and they took these side dump cars and that and then shuffled the sand into the cars and then they hauled them up from the sand bar and then took them over and spilled the sand down in this here ditch in order to when the fire reached the sand it would go out and it wouldn't set fire to the buildin's because a lot of the buildin's were up on piles. In the early days they had a street but they had piles drove in into the mud and the result was that they are wooden buildings and they were all done with piling. So, that meant, that the fire got through. It was set the piling on fire and down would come the building eventually. So, that is the reason for this ditch being dug. Now, when they did that, they still had to dig another ditch for to put in a concrete pipe all the way from the back of Hardy's Drugstore out into Commercial Inlet which they did in order to keep the water drained. And to this day, when they extended the parkin' spot that they put in that, that filled in Commercial Inlet, they extended this pipe through to where the boat basin' is now, and if you were to walk along and look down at a certain spot there from the railing, you would see the water bubbling up to the surface, and that is what was keepin' that drain. I was through that way not long ago, and I've seen where they have filled in that area where the mine was and everything. I often wonder what is going to happen when we get a big rainstorm. Are they gonna have another flood there? There is no way for the water to get down that shaft that was keepin' that place dry. Now, I think that covers that portion of the subject of the Douglas mine. I do know that the mine extended up to Milton Street at least the six-hundred block, to my knowledge, they did go up that far. From the oldtimers that I spoke to, they mined up as far as there. They might have gone even further, I don't know. So, the whole area is subject in years to come continual cave-ins until it reaches the surface again. It's natural, the big opening, it's bound to cave-in in time. So, I think that on that subject I shall close now and let it rest and I'll think of somethink else to talk about on --- in a few minutes. Now, these rock dumps from the mines, no doubts you have seen them in various places
the usually haul them right from the shaft or the slope out. It was usually around Number 1 and portions of Reserve mine that they seem to have laid truck and used the locomotive and side dump cars in order to get of this rock, but in most of the mines, they came up, and they coaled it and they had a mine gage, whatever their gage was, was used and the cars went out and they were dumped. Now, if you've been up in Extension, there is a real mountain there. That mountain, of course, caught fire years ago and it actually burned itself out. And if you'd dug in to it, you'd find that the rock is all reddish from the heat of the burning. It was burning when they were still dumping in fact, they were still dumping because of the height. It would have naturally catch fire. You also see remains of these rock dumps at South Wellington, at Mordon, at --- pretty well all the mines. All around Wellington, there is rock dumps. It was just one of those things that was a loss. There was no revenue from takin' out the rock, and a lot of man hours was put in in order to remove that rock, so that, when you look at a coal mine at that, you look at something that is not always profit. Wakesiah mine and Jinglepot mine, they are all big rock dumps and along Madison Road you see rock dumps there from the mines there and old SouthWellington out there by Wellington, you see rock dumps. Some of them, of course have burned and there is just red ash there. You see rock dumps in King and Foster mines, the whole lot, and there is one thing about it, it later years, they found that made good road material. They hauled away pretty near the big pile and Northfield. So, I think, that that is actually --- covers pretty well the subject of how these rock dumps got to be. So, I think, I'll, I just say:"Solong, folks, for the moment," and let it go at that.

END OF TAPE 11, SIDE 1
Well, now, I think, I'll mention a little of Number 1 mine in the days when I was young and roamed around it. Now, this may not interest you all but it has to do with the machinery and of the mine. At Number 1 mine they used to have a battery of our and they were hand fired with coal, of course. But by Chinamen. The Chinamen, of course, not only did they fire but on weekends they used to shut one border down at have to wash it out, and all. And then doing the chipping inside and then, of course, it was connected back up and the steam put in to it from the other borders and then fired up. Now, around the turn of the century, the Chinemen, of course, were in there before then, but anyhow, one of them was washing out the boiler and one of them had to go inside. Well, it seems, that the other Chinaman didn't like this chap too well. So they had him inside the boiler, he was chipping away, washed it out and so forth, and the other Chinaman figured they couldn't wait to get rid of him, so they put the manual cover back on top of the boiler and turn the steam into the boiler from the other boilers. And, of course, the poor chap, he couldn't get out and then he would be suffocated with the steam and that was the end of 'em. And it wasn't until they washed out again, all they discovered was remains of the leather shoes in the bottom of the boiler. But anyhow, in years later, they went to work and they put in --- they took out some of the RT boilers, two of them, I believe, and then they put in two boilers. These were a water boiler, stood quite high, and they had four fans on 'em, and these boiler, of course, put out a lot more steam than the old ones. Now, on these boilers they had a revolving grade. It was fed by an Indian, steam engine, of course, and this revolving grade, they had a hopper on the outside of the boiler, and the coal was
shuffled in to this hopper by the Chinaman, and the grade slowly moved in, just like a big conveyer chain about, I think, it would be around ten feet wide, and also, there was a fan that blew air in under the grades which kept --- helped to keep the grades cool. Now, these revolving grades as the coal was fed in, it was burned and when it comes to the end of it, it would be some clinker and ash and it would drop over the end of this revolving grade and it went down the shute into a hopper car that was underneath. It was a steel hopper car, and then there was a tunnel from under the boiler out to the outside of the building and from there they were dumped into standard gage cars, the ashes were, and then takin' out and dumped, Now, after Number 1 mine, of course, there were several large steam engines there. I might mention, I guess, firstevall, the fan engine. Now, the fan engine was a fan that--- the steam engine drove a fan, the on the engine and on the fan were glued and an wire rope run in these glues where the thightener. Now, they didn't shut them down very often. From what the engineer told me, they usually only shut 'em down for maybe half an hour or so, about once every five years, just to renew the packing and so forth. The maintainance they just didn't wear hardly anything and the result was that they were not required to shut down very often. Now, this wire rope that was travelling, the were quite a distance apart from the fan to the engine. There was a rod hung down just about the wire rope and this rod was connected to a switch and the fan house was a long way from the compressor room or the hoist room, I should say, the hoist room that was at, the engineers didn't have to go there, maybe only once a shift, they 'ld just check on things, but this here switch that this rod had. In turn, the wires run over to the hoist house and there there was a light and a bell that would ring if anything went wrong with the wire rope. In other words, if a strang broke on the wire rope, it would stick out and it would hit this here rod they had stretched across all
and in turn the rod would swing, throw the switch on and right away that they --- they'd know that something had gone wrong with the wire rope bell. And that was a kind of safety thing. Another thing was that in the coal mines the fans, they drove down fresh air and they were greatly effected by the atmospheric pressure, the barometer readings, and if the barometer got down to 28 degrees, they would have to haul out the men and everything out of the mine, because the fans could not cope with the low pressure of the air. So, it doesn't happen very often but in such a case of the air pressure got down, then they'd notify everybody to get out of the mine because with the fact that the fans could not push the air down the mine properly, the gases in the mine would start to come out and they didn't want to have a lot of miners overcome by black damp gas. Now, furtherover at Number 1 mine, the hoist'n engine, the hoist'n engine was built in England and when the --- before the days when the pit head fired, the hoist'n engine was up in the air at the same level as the tippel and then when they had the fire at the pit head, and it burned the pithead down, so did the engine come down, and it did brake the frame, the main frame on the engine, but they build a new hoist'n'house on ground level, concrete and that and they put the big steel frame of the hoist'n engine in and where it was broke, they plated and bolded it in order to fix the crack. Now, this hoist'n engine was built in England, and it was never really assembled in England to find out, you know, it was going to run properly. It was shipped all out in pieces. They were on the shunt and everything. So, in putting this hoist'n'engine together, they found, that the connecting rod would not clear the casting. It would --- it had not been designed and hauled out for the connecting rod to go down into when it was turning around. So, they had to cut a rounded half round from about - about six inches to eight inches at the deepest end out to nothing at a distance of some six feet in the cast iron, and this one all chiseled out by hand, hammer and chisel. They topped away there for days, I presume, to cut this out, so the connectin' rod was clear. The hoist'n'engine had a very large drum. It held two ropes, one for the cage going up and one for the cage going down.
As Number 1 mine, like most shafts of any size, they use two cages, so they kind of balance to a great degree. The hoist engine made twelve and a half revolutions which took the cage sixhundred feet down or up, and they could push the cars on -- the mine cars on at the bottom of the shaft on to this cage and they would signal that they were ready to lift the caps on the tipple they would be pushin' the other loaded cars off that just came up and the empties on, and when they got them on, then they would ring their signal and then the engineer would commence to lower the cage or raise it, because one went down and one went up. This required somewhere in the neighbourhood of about twenty seconds to push the cars on and take 'em to the top, because the cage used to make three roundtrips a minute. The mine cars at Number 1 mine were 30 inches gage, and each mine car held a ton of coal. Now, in an eight hour shift, they were capable of lifting a thousand tons of coal in an eight hour shift. I don't know, actually, whether any of these data has been safed but being that I travelled around there and took note of this sort of stuff being I remember these things. Now, after we leave the hoisting house, there was the boiler rooms and then next to the boiler room was the compressor room. They had two steam driven air compressors with wheels around, I think, they will be around twelve feet in diameter the fly wheels were, these were cross compound air compressors, tandem, and they had two such engines and this was for to compress air which was piped way down and all through the mine for running the rock drills and also winches in order to haul up the mine cars up some of the slopes down the mine that ehy had. The mine, of course, was not always flat. It had it ups and downs and they had these air winches to do all this. Now, they had next to the air compressor room, or by the way, the air compressors revolved thirty-five revolutions a minute, was their speed of turning. But anyhow, next to the that was the generating engine where the generated their own electricity. This electricity, of course, operated any electric motors around the pit head. Also, the electric motors and that that was used on the coal wharf for running -- to put the coal out the shute into the scows or
freighters. It supplied the lights down below in the mine for the stables and such like in the shaft bottom. Also, they supplied electricity for to run the electric locomotives they used down the mine for the long hauls and the result is that these engines run practically continuously. They very seldom were shut down. They were the gear type these generatin' engines were. Now, as for the --- oh, by the way, the boltage was two-hundred and fifty bolts D.C. (direct current) was used. It required very heavy wire to carry DC current any distance. They didn't have any water pumps for pumpin' the water out of mine about ground because the depth of the shaft was six-hundred feet, and down at the bottom of the shaft, they had a sump and big steam pumps. They fed steam down to them. They had large steam pumps which pumped the water up at twelve inch pipe up the shaft and then from there it run out into the bay. Now, on Protection Island, which was joined through underneath, they had also a fan there running and also a hoisting engine. They didn't have any air compressors over there at my time but because it was all done from Number 1, and I can remember of, I've been in there but never seen the air compressor, I've only just seen the hoistin' engine and the fan engines. No doubt, there might have been at one time, because when the days when the coal wharf was where at Protection Island. But being at the time of the steamship Oscar caught fire and blew up and they'd gone out with the vessel out of the harbour and beached it on Protection Island and they all jumped overboard, and when it blew up, it kind of levelled the pithead and the coal wharfs to such an extent they never did rebuild them. And for quite a while the coal for the boiler for Protection was hauled over from Nanaimo on a scow with at least four to five of the four wheeled standard gauge coal cars. These coal cars, I know, I went after them to try and safe them when the mine was being dismantled before the CPR went in there. When they dismantled everything, I went after them to try and safe one of those cars because those cars came orginally from England on sailing ships. They came in the very early days, those cars did. And I went
after the mayor of Nanaimo and he wouldn't even think about it, and the only thing that was ever saved was one axle and two wheels which is there at Piper Park up on a post. It's a pity because they were they only kind of cars around. They had and hand breakes on them all, and each carried five tons. Now, about other things about the mine: in the Number 1, they also had a washer there, and of course, they had the pickin' tables at the Number 1 mine. I think, that, as for the machinery and operation of the mine there, I think I've pretty well covered that section of it. I will say that at one time the tug, the name of the tug of course was WEE TOW, they hauled not only the miners over with the scow, the name of the scow was Rainbow. There was the Rainbow 1 and the Rainbow 11. Now, they hauled them from where the ballast wharf used to be across the Protection Island. Also, they hauled coal over with the five ton cars on a scow to keep the boilers and that going at Protection Island and when they got finished dumping this mine rock all around Nanaimo and around Terminal Avenue and so forth, it was put in to a rock scow and the rock scow, of course, they went way out into the harbour and they did have bottom doors in the rock scow and they used to knock the peg out and let the doors swing open and all the rock and so forth went into the outer harbour. The last days of the WEE TOW (TWO?), she went to Victoria plus the rock scow, and it was used for hauling out garbage way out into the straits of for Victoria. Now, I think, I've covered a fair subject there, on-- at the moment. I don't want to drawl out too long, so I think, I'll just save my wind for another time.