早期历史

广东商人唐景星，又名唐廷枢，讲得一口流利的英语，曾担任过香港政府翻译，后成为上海怡和洋行的总买办。1878年，唐被任命为轮船招商局总办，并倚靠直隶总督李鸿章的强大后台在开平地区开始经营煤矿开采。1879年，新成立的“Chinese Engineering and Mining Company（CE & MCo）”在唐山开凿了第一口矿山竖井。该公司的中文名称为“开平矿务局”，但唐景星决定在公司文件中使用公司的英文名称“Chinese Engineering and Mining Company”。

The steam ship “Pau Tah” (保大 Baoda). This ship was constructed in 1875 for the China Merchants Steam Navigation Company and was described at the time as ‘the most comfortable and best equipped ship on the Shanghai-Chefoo-Tientsin route’ (Shanghai-Yantai-Tianjin). This was used to ship in parts for the mine and railway.

1875年为轮船招商局建造的“保大”号蒸汽船。在当时被称为“上海–烟台–天津航线最舒适、装备最齐全的船舶”。这艘船曾用于矿山和铁路的部分运输工作。

A view of the first coal mine at Tongshan shortly after boring the first two shafts and the erecting the winding gear. The tall square chimney belonged to the boiler plant where steam was generated to power the huge water pumps needed to prevent the mine from flooding. This steam was also used to power a 9.15m. diameter ventilating fan which could pump 3,400cu.m. of fresh air per minute into the mineshafts.

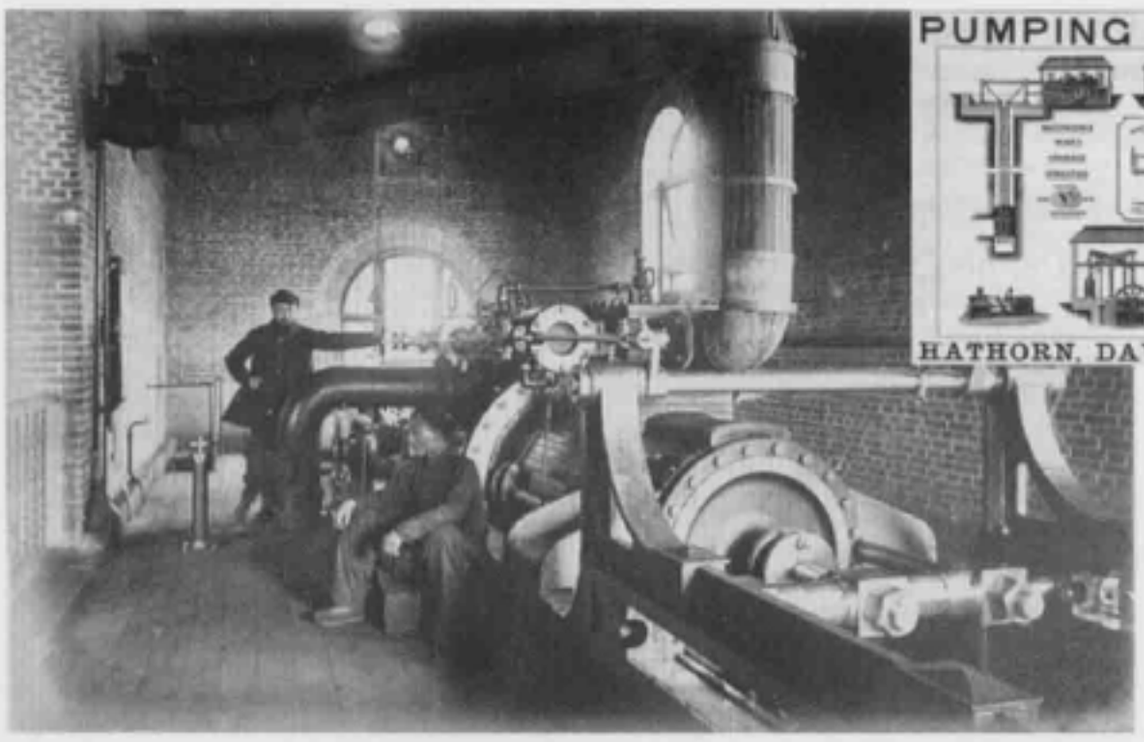
这张照片展示的是在唐山开凿了前两口竖井以及架设了提升机不久后的第一处煤矿。照片中高大的方形烟囱属于锅炉厂，自此产生的蒸汽用于为大型水泵提供动力以防止煤坑进水，还用于为直径为9.15米、每分钟可向井筒抽送3400立方米新鲜空气的通风风扇提供动力。

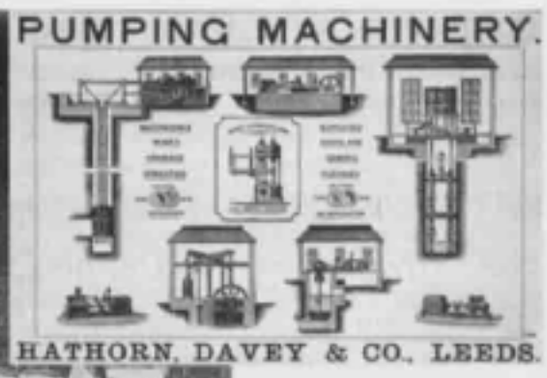
The winding gear at the Tongshan colliery mine No.1 shaft. There are two European supervisors in the picture. On the right is probably the first Chief Engineer, Englishman Robert R. Burnett

唐山煤矿1号竖井的提升机。照片中有两名欧洲主管。右侧可能是总工程师，英国人罗伯特R.伯内特。

A group photograph of mine workers (explosives team) at the Tongshan colliery. There are two European foremen standing at the sides. In the picture can be seen a wooden case marked "Siemen's Exploder" used for the electrical detonation of mine blasting explosives.

唐山煤矿矿工（爆破组）集体照。站在两边的是两名欧洲主管。照片中可以看到一个带有"Siemen's Explode"标志、用于矿山电爆的木箱。





One of the steam-powered water pumping-plants, consisting of a Davey's differential engine with two separate 50 inch and 30 inch cylinders. These operated the lifting pumps in the mine shafts to prevent them from flooding. These engines were imported from England. Standing on the left is believed to be R. Burnett.

一间蒸汽动力抽水车间，包括一台带有50英寸和30英寸不同汽缸的戴维差动式发动机，它们可运行竖井中的提升泵以防止进水。这些发动机都是从英国进口的。照片中站在左边的可能是伯内特。

Group photograph of miners at the Tongshan colliery. There are a number of European supervisors and foremen standing at the sides

唐山煤矿矿工集体照。两旁站着多名欧洲主管和工头。

In 1878 Tong initially placed the company under the supervision of English chief engineer Robert Reginald Burnett, assisted by mining engineer J.M. Molesworth and, a few months later, they were joined by railway engineer Claude William Kinder. In early 1882 Burnett was reassigned by Tong to investigate a new Yangtze River copper and mining project and Kinder was promoted to take his place at Tongshan as Chief Engineer. Unfortunately Burnett contracted Typhoid while working in the south and died in Shanghai on 19th August, 1883.The transport of coal from the coal mine to ships on the river at Pehtang (北塘Beitang) entailed carrying it a distance of nearly 50 kilometres and Tong King Sing attempted, but was unable, to gain permission to build a railway for this purpose. The only remaining option was, therefore, for a canal to be constructed and barges used for the transfer of the coal to the shipping point.