

rushed ahead of the party, anticipating reaching his son's working place, and was himself overcome by the fatal fumes. A similar death befell Richard Clayton, the head fireman, a genuine hero. Knowing the workings of the mine, he advised his twelve companions to stay where they were while he investigated the state of the upper seam, where there might be men who needed help. He disappeared, and was not seen again alive. His body was found later in the day. He was a man in the prime of life, and leaves a widow and a child. The intrepidity of Mr. A. J. Tonge, the manager, ranks not less than any Victoria Cross hero. Scarcely had the echo of the explosion died away and a volume of flame leapt from the shaft, than Tonge, without the safeguard of breathing apparatus, led a number of colliers and made advances into the most hazardous parts of the mine, overpowering fumes again and again compelling retreat. Some fourteen hours this brave leader remained below, his features being scarcely recognisable on his reappearance above ground. Hardly less praiseworthy was the gallantry and endurance of Mr. J. Gerrard, the Lanca-shire Inspector of Mines. Throughout two days and a night this heroic pair persuaded by the pit, and only then could they be persuaded to take a few hours' rest. After an absence of six hours they returned to the scene of operations.

The exertions of the rescue parties, including men wearing the fleuss breathing apparatus, were equally arduous and well-nigh sublime. No sooner had one company reached the bank than another relay of pitmen were ready to take their place. Even when the despairing message went around that all hope of rescuing alive the 333 miners in the pit was gone, those heroes who had risked their lives gladly in anticipation that some, at any rate, might be saved, enrolled themselves as volunteers to bring out the dead. Notwithstanding the risk of gas by which they were frequently overtaken, necessitating several of the rescuers being brought to the surface, they bravely descended again in a little while. The fortitude of these mining heroes can never be forgotten by those on the spot.

UPHOLDS RIGHT TO STRIKE.—BUT—

In continuing a temporary injunction today Justice Blackburn of the State Supreme Court praised labor unions, upheld their right to strike, but denounced any effort on their part to injure or interrupt good will, trade or business. The injunction restrains the Brotherhood of Carpenters and Joiners and the Amalgamated Society of Carpenters and Joiners from interfering with the Albro J. Newton company of Brooklyn, makers of doors and sashes, in their policy of maintaining an open shop.

The decision says: "A strike is a combination to quit work, and a strike can never, of itself, be illegal. One cardinal principle essential to a combination makes the whole illegal. The defendants have found a lawful means, namely, strikes, and an ultimate lawful end, namely the improvement of labor; but they have forgotten that the very turning point in their scheme and which makes it effective is the coercion of the plaintiff by inducing poverty rights. This is exactly what the defendants intended, is what they done, and it is illegal."

EMPLOYMENT OF BOYS.

If the conditions surrounding the employment of boys in and around the coal mines of the coal producing countries has greatly improved during the last twelve years, the betterment is due more to an enlightened public opinion than to any action taken by the parents or relatives of the lads. Every increase in the age limit has met with the opposition of many parents, who desired that the boys should go to work, as early as they were permitted in order to assist in supporting the family. Many years ago an amendment was made to the Nova Scotia mines Regulation act prohibiting the employment of boys under twelve and that limit has not been interfered with. The United States has gone ahead of us in respect to the age at which boys can go to work. This applies not to the bituminous but to the hard coal mines. In the anthracite mines, no boys under fourteen can now be employed. This law is responsible for much of the improvement in boy labor. In N. S. very few boys under fourteen are employed. If we have not extended the age limit directly it has been done indirectly. The educational test which will not permit a boy to go to work in a mine who has not gone through the prescribed course of study up to the end of the seventh grade, debars, as a general rule, all boys under fourteen. There has been no agitation in Nova Scotia looking to a further extension of the limit from which it may be taken that conditions in Nova Scotia so far as the boy is concerned 'are not too bad'. A curious feature in the Nova Scotia law is that the educational test does not apply, seemingly, to a boy who is sixteen or over. This is taking a good deal for granted; some boys at sixteen may never have sat on a seventh grade form. It might not be a bad thing to pass an amendment to the act to the effect that no one not previously employed in a mine shall be permitted to go to work in any mine, to which the act applies, after a stated date, unless he is fairly familiar with the three R. s.

THE 1911 R. C. CALENDAR.

The 1911 calendars of the Intercolonial have more of real artistic merits than for several years past, being a new departure in design and coloring. The center of the calendar is taken up with a richly colored sketch of the "Ocean Limited Express" skirting the shores of Bedford Basin, on the way out of Halifax. The scene is well chosen, the cloud tints and the coloring of the far blue hills flanking the greenish blue expanse of water having a most natural effect, especially to those familiar with the scene and its surroundings. The calendar tub is of sage green, with lettering and figuring of white. The Toronto Globe of Jan. 6, 1911 has the following:

Among the thousands of calendars annually turned out and distributed to the public, there is ample evidence of artistic selection, and it seems that there are yet no signs that appropriate and new designs are wearing out. All that have come to the Globe this year are attractive, but the production of the calendar of the Intercolonial Railway marks a new beginning. Some beautiful scenery, as well as one of the Canadian Government railways fine trains are shown in a dark background, making the calendar one worthy of a prominent place in the office or the home.