

ed and that is that Mr. Pearson would scarcely take so much interest in the present undertaking if it meant only the operation of a colliery whose production would not exceed much more than 500 tons per day. The Record looks for 'developments.'

- Rubs by Rambler.

The lawyers had a great time in Sydney from the thirtieth of July to the 19th. of August—and so had the ladies. Indeed the ladies turned out so regularly in full force that there were many who looked upon the proceedings as a social function, and yet it was a real battle between giants. The gravest looking witnesses gave the funniest evidence, funny in one of the broad meanings of the word. There were experts there, coal experts, I am sorry I missed them, I would have liked to see what a coal expert looks like. I have never yet seen one. Some of us from our experience may tell a little about coal as we have found it, but I have yet to meet the man who could say that from a mine the coal that will be produced a month hence will be the same as produced to-day. No seam of coal is uniformly good or bad behaved. The very best seams are full of tricks. One of the witnesses made the bold assertion that judged by his standard we had no merchantable coal in Nova Scotia, and this in the face of the fact that we sell five million tons and will shortly bring the figures up to ten million tons a year. I have always maintained that the average coals of Nova Scotia are as good as the average coals of the United States and of the coals of the North of England and the Wigan district. It will be admitted that our coals are not inferior to-day than they were forty years ago. The general impression is that our coals improve to the deep. Taking that for granted our coals must be better to-day than in former years. The same thing does not apply to British coals as the British mines were working to the deep while we were working at the crop. Two samples of Pictou coal tested at the U. S. navy yard gave an actual evaporative power of 8.41 and 8.49 respectively, while tests of coal from Newcastle, Liverpool and a district in Scotland under the same circumstances gave 7.44, 8.66 and 6.95 respectively. Two tests of Cape Breton coal made for the U. S. government gave actual evaporative power as 7.99, which compares favorably with the coal from Newcastle and a district in Scotland. Of the relative value of Cape Breton and North of England coals I can speak with some confidence as I was passenger on the steamer in which a practical test was made. In a ten days voyage the quantity of coal—taken on board as bunkers in Sunderland, I think—consumed per day was 27 tons, and the quantity of ashes 45 iron buckets full in the 24 hours. On the return voyage the quantity of Cape Breton coal consumed in the 24 hours was 24 tons and the ashes taken from the fire doors filled 36 iron buckets only. Both coals contained about the same proportion of ashes, while the consumption of

Cape Breton coal was three tons less per day than of North of England coals. In short the Cape Breton coal was 10 per cent. more economical as a steam coal than the English coal. I am glad that I was placed in a position to know of the correctness of the statement as it confirmed the opinion I had long held that our coals are entitled to a higher certificate as to quality than is generally accorded them.

"Sulphur and ash", the one in relation to the other got a great hauling over the coals at the steel-coal trial in Sydney. The trend of the evidence went to show that as a rule in Cape Breton—whatever may be the case in Nova Scotia proper—the higher the ash the higher the sulphur. This rule may apply in Cape Breton but certainly not in all cases. For instance, Taking "The Economic Minerals of Nova Scotia"—a government production—as authority it will be found that while International mine coal has 0.15 less ash than Dom. No. 2 it contains 1.12 more sulphur, and while showing less ash by 1.15 than Caledonia it contains 0.79 more sulphur. Again the Gowrie coal contains less ash than Dom. No. 2 or Caledonia and yet contains considerably more sulphur. The Port Hood coal contains about two per cent. more ash than International and at the same time the analysis gives less sulphur. In some of the mainland coals the ash is no criterion as to the quantity of sulphur. Sometimes the sulphur increases with the ash and in other cases it decreases. In one of the mines in the Maccan district the ash is over 4 per cent. greater than at another mine nearby and yet the sulphur is 4.37 less. There are experts who before giving evidence should make an honest effort to ascertain the characteristics of provincial coals.

It is somewhat unfortunate that just when the Eastern Coal Co. seemed to be getting in good position for enlarged early shipments a serious downthrow should have been encountered in the sinking of the slopes. The fault encountered is a downthrow of say sixty feet. The management 'proved' the fault on the East side of slope and found the coal all right inside. Several bore holes were put down extending from the fault a considerable distance to the Eastward. This was done in order to make certain that no other fault existed in the vicinity, for instance an upthrow. The coal outcrop comes back to its original lines about a quarter of a mile to the East of the slope, and it was imagined this might be due to an upthrow, but no, the coal was merely swung round. The slope, as is known, is being driven across the seam at an angle of 45° with the line of outcrop. The grade obtained going in this direction is 30°. A tunnel to cut the fault has been started at the face of sinking with a grade of 40 deg. and going in same line as slope. In driving an altered line of strike was encountered with a dip of 48 deg. almost in front. To get down to the coal now means a tunnel of at least 55 deg., and this the management will scarcely face. If the strata does not alter in a day or two an effort will be made to ascertain the exact location of the seam below by boring and then the probability is a new tunnel will be started about 300 feet up the slope and graded to meet this point. This is a pretty tough