

there is too great a divergence of opinion it is desirable that another agreement be entered into, desirable from a public standpoint as well as in the interests of employer and employed. If the railways, which are the greater consumers, bought their coal in the open market according to requirements, and if other of the larger consumers did a similar thing then there might be some solid reasons against any prolonged agreement. The G. T. R. and the C. P. R. make contracts only every three years. The I. C. R. makes its contracts yearly, but there is very little variation in the price of coal it contracts for. If an agreement is come to between the Steel and Coal Co's, it will not be for a few months but for years. The conditions in Nova Scotia are entirely different from those in Britain and different in a measure from those in the United States, and therefore what may be the custom in Britain should carry no weight in deciding what course as to agreements for a period of time, the miners in Nova Scotia should pursue. It is to be hoped that the voice of wisdom will prevail at the meeting of Grand Council shortly to be held at which the question will come up for discussion and consideration.

When J. W. Longley was only Attorney General the opposition almost to a man said he was no lawyer, and many of his friends while admitting that he was the best after dinner speaker in the province, would not claim that his legal knowledge was 100 A 1. That is all changed now. Since his elevation to the bench Longley has developed wonderfully. Or perhaps his friends and foes have had their eyes opened and now see clearly what was wholly hid from them a year or so ago. Judge Longley is now spoken of as 'that able jurist' 'the most capable' 'the most brilliant' judge that ever sat on the bench, etc. Well it is better that a man grows in public estimation than that he shoots like a star and as suddenly disappears.

The Australians, if I remember rightly, at the Colonial Conference were the loudest shouters for a 'preference'. From the very first I have said the Canadian manufacturers were hypocritical in their requests for a preference. They never intended to give Britain a preference whereby she would be enabled to send wares into Canada in close competition with those of native manufacture. A preference they might give to Britain but it would be of such a nature as to be of no benefit to the British manufacturer. And now Australia has shown what she meant by a preference. She has increased her tariff on many lines and has given Britain 5 per cent. off. Britain is thus worse off than before the revision of the tariff. On machinery and mining engines the duty has been increased 25 to 35 %. Britain gets 5% off which leaves her 20 to 30% worse off than before the revision and before the preference. And that is just the way the Canadian manufacturers would show their love for their British brethren if they got the chance.

In Britain a man may now marry his deceased wife's sister, this after a struggle of seventy years, a veritable case of all things coming to those who wait. The Bishops of the Church of England were greatly opposed to the bill, but the lay Lords took the bit in their teeth, at last. Aberdeen has the distinction of having had the first marriage under the new Act. Mr. Birrell had the following rather cutting slash at the Bishops:—

"The Bishops were all anxious to prevent the pass-

age of the Bill, and they seemed to be anxious that the stigma of illegitimacy should still attach to the children of those unions, and they pleaded on behalf of the course they were taking what they described as the undivided opinion of Christendom (Laughter.) There they were—married men, married priests, with wives and families, babies and perambulators, school bills, seaside lodgings, and all the other sweets and sorrows of married life. (Laughter.) If it had not been for Henry VIII and Anne Boleyn, and for the Reformation, with which some of them did not see over well contented, by what name in united Christendom would the children of the married priests be called this very day?" (Cheers.)

Judge Patterson, Chairman of the Board of Conciliation in the Springhill dispute, called the Board together at Springhill on the 9th inst. intimating that his action in so doing arose from the belief that both parties would be pleased. He said he was prepared to do all to further a settlement. The men were willing that the Board should proceed but the company through its solicitor handed in the following statement:

"Sirs,—The Cumberland Railway and Coal Company, Limited, is advised that the functions of your board have reference to disputes between an employer and his employees.' (sections 5 and 57 of the act). The other party to the present investigation has, since the commencement of the last sittings of your board, terminated that relation with this company. Under these circumstances it appears to the company that further proceedings before your honorable body would be wholly futile if not unauthorized. The company, therefore, greatly regrets that it must respectfully decline, pending the present relations between the parties, to take any further part in the proceedings. As the other party to the investigation has seen fit not to adopt the findings of a previous board, the company feels all the more strongly compelled to adopt the course above stated.

"Yours very respectfully,

(Sgd.) H. MELLISH."

Mr. Terris of the Lodge Committee held that the strikers were still employees as they had not been paid for the coal in the chutes etc. Had the men been ordered out of the pit Mr. Terris's contention would have carried some weight.

The Philadelphia correspondent of the Coal Trade Journal has in common with many people of the U. S. a very insufficient knowledge of the quality of Nova Scotia coal. For instance he says:

"A rather novel event last week was the arrival here of the Canadian tug, Spring Hill, towing two barges in ballast from St. Johns, N. B. Because of the strike at the Nova Scotia mines and the unsuitable quality of Canadian soft coal, they came here for cargoes of Pennsylvania Bituminous."

The fact is that the barges went to Philadelphia for coal because neither for love or for money could they have procured cargoes at any of the mines in Nova Scotia. If Springhill is idle much longer the barges will require to make additional trips to the U. S. Coal cannot be had in N. S. so it must be had somewhere, even if inferior U. S. coal only can be obtained.