ties of the Province of Nova Scotia are still further reduced by a still further diminishment of output, if more miners are compelled to leave Nova Scotia and go to the United States for a living, if the revenues of government accruing from taxation on exciseable goods and customs duties are diminished by unemployment, if the general commercial prosperity of Nova is diminished; and if all these benefits are transferred to the United States in the measure and extent represented by the tonnage of coal that is mined in the United States that should be mined in Canada, how does the country benefit, and where is the saving in money? Is not the saving an entirely fictitious one, existing only on paper, and represented as a material factor by an increased rate of exchange against Canada and poverty and distress within our borders?

If the reason given by the Canadian National Railways for buying United States coal in preference to Nova Scotia coal, or buying United States coal at all where coal is obtainable from Canadian sources, is that it costs less, then, as Mr. MacKenzie says, the reasons given do not measure up to the gravity of the situation. Very few people realize—even in Nova Scotia itself — how black the outlook is for the future prosperity of the coal trade in that province. It is one of the limitations of Nova Scotia that coal, in the nature of things, always did and must always cost much more to mine there than it does in the United States. This is a limitation Nova Scotia shares with Britain and other coal producing countries in the Empire. If the Canadian Government wishes to see coal mined in Canada, and to receive all the internal benefits that accompany coal mining, then the Government must accept the limitations of Canada, and not buy goods in the States because they are listed lower in dollars and cents, because that does not mean that they cost less. In these days money has a variable and often unascertainable value. If we persist in buying goods abroad, then we must be content to accept unemployment at home, and this, in turn will result in inability to pay for the goods purchased, or national bankruptcy.

SIR AUCKLAND GEDDES' SPEECH ON BRITISH COAL PRODUCTION.

The speech in which Eir Auckland Geddes presented the gravity of the coal situation in Britain attracted world-wide attention, and cabled summaries of the speech were contained in most Canadian newspapers. The coal question is one which concerns Canadian readers, not only because the commercial effect of the disappearance of Britain as a coal-exporting nation will extend to Canada, but because the questions that are in dispute between the miners and employers in Britain are the same questions that are being raised in Canada. Sir Auckland Geddes sums the matter up by saying: "The key of the position, the final key, rested with the miners, not on any Report, but by working."

There is a curious similarity in the statements of coal-miner leaders in all parts of the world. In Canada, in the United States, in France, and even in Germany, the colliery managers and coal-owners are accused of restricting output by inadequate and antiquated equipment, by inefficient management, and other sins of omission. The simultaneous discovery of the managerial shortcomings, and their simultaneous announcement in coal-mining districts so far separated as Alberta and Westfalia, as England and the United States, in language moreover that is identical in intent if not in phrase, is an instance of mob phsychology, or thought transference, or something more sinister, or else the mining engineering profession has undergone a remarkably widespread and consistent deterioration all at once.

However that may be, Sir Auckland Geddes' exhaustive setting-forth of the problems that face the British nation through the special and preferential treatment demanded by the miners contains much that is as pertinent to Canada as to Britain.

THE LIGHT RAILWAY.

In a recent number we suggested that a light railway such as was used in France might be advantageously constructed into the West Shiningtree and Wasapika areas. Such a railway would certainly be of great assistance to those who develop gold properties in this and adjoining districts and would enable operators to spend a higher percentage of their funds on the development of ore deposits.

A correspondent says: "One of the unquestioned successes of the war was the light railway and Canadian railway troops had their share in this success. Consequently, we have men who are experienced, and no doubt the Government if it wished could get plenty of applicants for employment of this nature. The light railways offers a cheap and speedy means of opening up the hinterland which in the near future will be a source of untold wealth to the present Canadian transcontinental railways and incidentally to Canada as a whole."

PERSONALS

Mr. W. E. Segsworth, is in Toronto having returned from an extended visit to England.

Mr. D. H .McDougall, President of the Nova Scotia Steel and Coal Company, has returned from a two weeks visit to Wabana Mines, Newfoundland.

Mr. G. Blake Walker, President of the Institution of Mining Engineers (Great Britain) is visiting the timber areas near Bonne Bay, Newfoundland, in which he is interested. These areas were acquired during the war by a syndicate of Midland coal-owners to provide pit-timber for the British collieries, but owing to shipping shortage it was not found possible to send pit-timber to England during the war period. With the close of the war, it is expected that the Company's plans will be followed out.