

the place had a clean, roomy, breezy look, which prepared us to find the operatives of the mines, as we did find many of them, tidy, industrious, and as different as possible from the Lancashire miners of the Sunday-school books.

The Cumberland Coal and Railway Company, which owns and works these valuable mines and the railway, thirty-two miles in length, which runs through them and from Springhill to Parrsboro, employs some 700 men, and most of these work below ground. So generous is the deposit of coal at this point, that this great staff of workers with the pick and shovel is able, by working five, six, or seven hours per day, to do the "stint" prescribed by the union and yet earn two dollars or more per day. One can readily earn, we were told, \$2.50 per day of eight hours. The output of the mines is now between 400,000 and 500,000 tons annually, and on the day of our visit 1,560 tons had been raised.

Not without misgivings, we were placed, clothed in rubber coats and hats and having a tiny oil lamp in the hand or hat of each, on board a coal wagon, one of a train, and at a whirr of the ponderous wire rope drum, began to descend the West Slope, at an average of 30 degrees, with a helpless feeling, as if in the Victoria Bridge or some railway tunnel, and with a childish desire to hold on to the hand of Mr. Hall, the cheery engineer. Down, down, 600 feet, and presently we passed a laden coal train coming up; 1,000 feet, and we look wistfully up at "the glimmering square" of daylight at the entrance; 1,200 feet, and we began to see glistening masses of coal all about us, propped with timber in a way that resembled a subterranean ship-yard; 1,360 feet, and here we were 763 feet straight down from the surface, in along a gallery a "level" 12 feet high, 14 feet wide, and goodness knows how long, through solid coal. Here was mining on a new world scale. No wonder the Inspector of Mines, when he saw these workings, exclaimed, "Why, this is palatial!"

Below where we stood, they told us, some forty feet down, was another tunnel for air, which is blown down into the workings by a huge fan at the pit-mouth, and then there is an enormous trench, hundreds of feet in length and twenty-five feet wide, into which the water drains from the workings. And the pumps! Astounded we were to find, in a long excavation, steam pumps with 30-inch cylinders, 12 feet stroke, fed with steam from boilers 1,600 feet distant, and forcing water 1,360 feet to the surface! The gravity of the task of getting such enormous masses of iron into position in quarters so remote was something we tried in vain to realize. The capacity of the pump we saw was 1,500 gallons per minute—a barrel at every stroke.

There are three seams, giving 31 feet of coal in all, and one seam in the North slope, according to Scott Barlow's report of 1872-3 on the Springhill coal fields, is thirteen feet wide. At the top and at either side of this roomy chamber was glistening coal, here and there we could see the slate in juxtaposition. As a matter of personal experiment, some of the ladies, pick in hand, with more eagerness than force, perhaps, pecked away at a particularly glossy mass and brought away black diamond keepsakes. So clean are these workings and so free from fire-damp that the Davy safety lamp, of which specimens were shown us, is not required.

Back again to the surface, and we tried, in the sunlight, to realize where we had been. Here were miners with their families, well-dressed and well-provisioned, going off for a

pic-nic excursion; coal trains darting here and there, this one bound south to load ships on the Bay of Fundy for Portland or St. John, that one going up the Intercolonial to Rimouski or Quebec; another to coal Cable ships at Halifax. To the southward of us the Maccan River and the Cobequid Mountains, to the west, the Lawrence colliery, the Victoria colliery and, across the river Hebert, the Joggins Mines, to the north, the Maccan, the Chignecto and the St. George. Verily, said the member of the party who did the tall talk, "this is a bituminous country. If they are afraid of the exhaustion of coal in Britain, they can get millions of tons here."

A special train was kindly provided by the managing director and, accompanied by Mr. Aikman, the superintendent of the railway, we were driven at thirty miles an hour to Parrsboro, near which, by climbing a bluff, we could see a fleet of vessels, awaiting coal cargoes, Cape Split and Tennicape in the distance across Minas Basin. J. H.

—The shipping arriving at Quebec and departing from that port is the subject of compilation by Mr. Belleau, of the Custom House. The present figures refer to the period from opening of navigation this year and last to the end of June. The number of vessels reported inward thus far in 1884 reached 291 vessels, 309,094 tonnage, and 7,582 men, while in 1885 the figures show 268 vessels, 83,081 tons and 6,465 men—a decrease of 23 vessels. In 1884, there were 147 British ships and 144 of foreign origin which arrived in port, while in the present year, the number of British vessels was 124, and of foreign ones there were 144. For 1884 the returns show, besides 147 British, one United States, 125 Norwegian and Swedish, thirteen German, two Danish, one Russian, one Belgian, and one Dutch. In 1885 the returns stand thus:—British 124, Norwegian and Swedish, 136; German, five; Russian, one; Dutch, one, and Argentine Republic one. As to vessels outward bound, the total number which left Quebec to that date of 1884 was 194, tonnage 190,785, men 4,689, and in 1885 the number of vessels was 190, tonnage 182,711, men 4,154. These belonged to the following countries:—British seventy-nine, Norwegian and Swedish, 104, German four, Russian one, Dutch one, Argentine Republic one, and their points of despatch were United Kingdom 164, British Colonies thirteen, and other foreign countries thirteen.

—At the meeting of the London Chamber of Commerce, for the purpose of forming a Canadian trade section, to which we have already referred, a working committee was chosen, consisting of the following gentlemen: Messrs. C. Ashworth, J. A. Brodie, H. W. Carter, R. R. Dobell, E. Harris, E. A. Hoare, Hudson's Bay Company (one representative), J. Short McMaster, W. J. M. Melliss, W. Miller, G. Moffatt, H. Moody (Canadian Pacific Railway Company), H. S. Northcote, M. P., Peek Brothers & Co. (one representative), T. Reynolds, T. A. Richardson, (R. G. Dun & Co.) Matthew Robins, A. M. Silber, T. K. Tapling, F. A. Wiggins and T. H. Wye. In seconding the proposition, moved by Sir Charles Tupper, that the section be formed, Mr. Matthew Robins, of Robins Brothers, London and Toronto, took occasion to refer to a feature of our commercial situation touched upon by Sir Charles, which is perhaps not fully understood in Britain. He said: "I can corroborate the view expressed by Sir Charles as to the necessity, which existed at the time"

for the adoption of a protective policy by the Canadian Government. The abundant surplus manufactures which the United States can throw into the Canadian market at 'slaughter' prices, would have the effect of stifling the operations in our own manufactures."

—The annual meeting of the Nova Scotia Cotton Company, limited, was held at Halifax on Wednesday last, 5th instant. The president, Mr. Jno. Doull, read the report to the shareholders, which says:—"Your directors decided last winter to limit the production as much as possible, and worked the mill on short time, as it was clearly undesirable to go on making goods for the supply of an already glutted market. In the beginning of the present year several meetings were held in Montreal of representatives from the various grey mills, their desire being to carry out collectively and unitedly the policy adopted at Halifax, and at a few other mills for reducing the production, but this proposal did not succeed as a general movement, and the improved demand in the spring trade failed to bring any benefit to the mills through better prices. Therefore, with this condition of business, the shareholders will not be surprised to learn that there has been a loss sustained, since the starting of the mill in 1883, of \$3,390.83, and, besides this loss on working, there is a further charge of 5 per cent., which it is suggested be made this year for depreciation upon machinery. This item amounts to \$9,250, making a total debit of \$12,640.83." The old directors were all re-elected for the ensuing year.

—Our Montreal correspondent writes as under, on 5th instant: "Wholesale houses report payments due 1st to 4th inst. as fairly met. Commercial travellers and business men who have come into contact with country dealers say that there is a feeling of hopefulness generally prevalent—based on the excellent crop prospects—and that there is reasonable ground to look for a good country trade the coming fall. Dry goods and groceries continue to move fairly, and boot and shoe manufacturers are well employed on fall orders which continue to come in well. Other lines are rather quiet. What paper fell due on the 4th inst. was fairly met, but the general run of remittances is not altogether satisfactory. The plethora of money is being felt in the stock market, which is decidedly active at higher rates generally, Tuesday's sales were 3,294 shares. Bank Montreal reached 202½; Toronto, 186½; Merchants, 154½; Commerce, 127½; Peoples, 78; Hochelaga, 78; Gas, 188½; Richelieu, 58½.

—The rapid growth of the cattle industry on this continent is very remarkable. Twenty years ago \$1,000,000 would have covered, says the *Bulletin*, the amount invested in cattle ranches in the United States, while now the investment is estimated at \$100,000,000. In Canada, too, the development is scarcely less noteworthy, and in other countries agriculture has been superseded in many places by cattle raising, which is lowering and will continue to lower the price of beef.

—United States shipments of cotton goods to foreign ports since January 1st have been large, indeed they have not been exceeded in a number of years. The shipments from New York, Boston, etc., from January 1st to August 1st include 128,619 pkts., with a total value of \$7,028,005.