

cloth to make an ordinary suit of clothes than it does to make an evening suit the public would see the joke; but it is taking advantage of the general public's ignorance of the steel business to make a statement equally absurd, regarding the material required for the manufacture of ships' plates. It does not require a specialist in clothing material to see the absurdity of the first statement, but it does require a certain knowledge of the steel industry to detect the absolute absurdity of the second.

"One would therefore reason that if they are not sound and serious in the two reasons they give for opening this mine they are not serious in the matter at all."

"It is said that an application is to be made or has been made to the mines department of the Nova Scotia Government by the Dominion Coal Company for permission to sink into and enter upon the land leases of the Scotia Company in order to reach their submarine leases in the vicinity of Bonar's Head. We are aware that the Dominion Company's engineers have had under consideration for some time the location of a site for a coal mine at that place and judging from previous plans exhibited by them, I have no doubt the location for a site will be the one best suited to hamper the future operations of the Scotia Company."

"The average height of coal in the old Sydney seam in the district known as Bonar's Head varies from one foot eight inches to four feet six inches. The cost of mining coal from a seam of this height would be excessive. The coal must be transported from the mine to the Canadian Government Railway at or near Florence, thence by rail to Sydney and from there by their own railway to the coke ovens. The present tonnage rate from Florence to Sydney is one dollar per ton. Now with coal at their door in the Watford, Glace Bay and Port Morien districts averaging from six to eight feet in thickness of practically unlimited quantity and certainly of superior quality, one can be excused if one doubts that the gentlemen who control the affairs of the Dominion Coal Company have the slightest notion of carrying out the fantastic forecasts appearing in the Press."

Mr. Brown closed the interview by saying there was no use disguising the fact that the Scotia Company is handicapped by the unfortunate fact that their inside and outside leases are divided by intervening leases of the Dominion Coal Company, and it is equally useless to disguise the further fact that up to the present time the Dominion Coal Company have not shown any burning desire to better the Scotia Company's situation in the matter; but he could not believe that their attitude in the matter would carry them to the extent of making large expenditures in a new field of operations, when they have at their disposal in the Glace Bay, Morien and Watford basins, enormous resources of unworked coal which can be mined very much cheaper and is much better suited for their purposes."

Of course the interview was too much for the flesh and blood of the Dominion Coal Co.'s friends to stand and three several champions asked that T. J. stand up to them. We are content to give one of the retorts as three against one is not the code of fighting rules we go by. We would like much to

have published the comment by one who withholds his name, as he is a "suspect," while a brother. We omit the latter part of the reply as we do not think that any reference to the invasion of capital—of a certain kind—should enter into the controversy.

"The interview with T. J. Brown appearing in the morning issue of a local paper is perhaps the most remarkable contribution the public has yet received in connection with the so-called submarine controversy. An analysis of the interview shows that it contains the matter necessary to refute any claims made by Mr. Brown. As the public has been receiving coal areas, in homeopathic and heroic doses, during the past year it would appear that the time is opportune for a little more frankness on the part of the press and contributors."

Mr. Brown evidently has a motive in giving the public an interview such as this. Let me ask you to examine the matter of it carefully to see if he has been entirely frank. He howls loudly about the attempt of the Dominion Company to seek an entrance to its own coal areas on the North side. He tries to create the impression that this will embarrass the Scotia Company in its operations. At the same time he states the coal in the area for which they are making an application is too thin to operate, and even if it could be recovered, it would not be suitable for steel making.

What is there to embarrass the Scotia Company in the operations of any company in an area that contains no commercial coal. Is Mr. Brown quite frank? Why the long drawn out howl? Why the "Mr. Chas. men I protest," attitude?

Again F. J. is greatly concerned about the cost to the Dominion Company of the coal it might secure from this low grade thin seam on the North Side. This is the first glimmer of public sympathy the Dominion Company has received from its friendly neighbor for a long time. The long rail haul makes T. J. shake his head and droop in sadness. He sees good North side coal coming to Sydney instead of going over the Scotia pier. The fact that turning it into coke at Sydney will furnish hundreds of men with employment, (and incidentally T. J. with benzol for his numerous fishing trips) hardly compensates for its disappearance in a southerly direction. I fear if T. J. realized that the "long haul" is practically the same as the present haul from Morien, his sadness would be profound, and a chronic case of melancholia developed.

Now, Mr. Brown, don't you think it would be a good idea if you left the question of quality of coal, cost of mining and transportation, and all other questions of this kind to the people who are going to put their money into the venture? These matters were evidently carefully investigated years ago."

Oh, by the way, the signature to this letter is "Philosopher." We would like to meet the chap as it is hard to find a man who is a "philosopher" and takes interest in coal. Of course we all know that the N. S. coal trade has a genuine humorist, but to have a philosopher as well, 'cows a'. Seriously our advice to all contestants is: "Gree brothers, gree; there's nae so many 'o ye." We lay down our pen, happy in the hope that some one will say of us—"Blessed are the peacemakers."