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CIRCULATION.

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STEEL AND COAL.

Some time ago we alluded to the lamentably personal tone of the quarrel between the Dominion Iron & Steel Company and the Dominion Coal Company. More recently we pointed out that the Dominion Coal Company, through its president, had made definite overtures in the direction of a peaceful settlement, and that these had been rejected by the Dominion Steel people with but scant show of courtesy. Not only was this the case, but, possibly with the object of displaying their entire confidence in an ultimate victory, the Dominion Steel directors have failed to put forward any adequate counter-offer.

As bearing upon one of the most important phases of the Dominion Steel Company's arguments, we recommend to our readers' attention the article in this number of the Canadian Mining Journal describing Dominion Colliery No. 6. Mr. Gray touches upon the "Phalen seam" controversy. Our readers may judge for themselves as to the conclusiveness of the facts as there adduced.

Instances such as the "Phalen seam" dispute, in the light of later developments, prove the unreason of all such costly lawsuits as that of Steel vs. Coal. Whether Dominion Coal or Dominion Steel was to blame originally is insignificant in comparison with the urgent question as to why the dispute was allowed such a protracted existence. The country at large has an indisputable right to demand an answer to this.

The moment that quarrels of this kind, involving directly and indirectly many millions of dollars, reach the courts and high-priced legal lights are engaged to fight the case out, an amicable and equitable settlement becomes almost impossible. It is our firm belief that such quarrels should be taken entirely out of the hands of hot-headed principals and referred at an early stage to a properly constituted Conciliation Board, a body analogous in most respects to that which deals with difficulties between employers and employed, but clothed with absolute power to give a final and binding decision. Had such a board been in existence Canada would have been spared two years of undignified bickering.

MODERN STAMP-MILLS.

A South African stamp-mill, which commenced crushing in September, is notable in several respects. The mill framework is constructed of steel. The battery is driven in units of five stamps by individual motors. There are 300 stamps. Each stamp weighs 1,750 pounds.

Steel construction for large stamp-mills is now an established practice. Self-contained units, in which