

been introduced before the explosion as an extra precaution. The evidence showed that immediately before the explosion the mine was entirely free from firedamp, in any of the main roads or working places. The evidence also shows that the main haulage roads had in them a great quantity of coal dust, some of which was of an exceedingly fine character and when stirred up would float in the air in thick clouds. On the night of the explosion some men were working making one of the haulage roads wider, and to do this gun powder was used, no Two shots had been used on this road for many years. The disastrous explosion. The suggestion is that the first two shots helped to shake up the dust, and the third shot having a long flame in consequence of being partially blown out, ignited the compound of dust and air. It appears that the men engaged on this work were killed by the explosion but it does not appear to have been violent at that place, as the timbers were not disturbed. But at a short distance both in-by and out-by signs of great violence were apparent and signs of violence were stronger going towards the down cast shaft. About the shaft survivors of the explosion observed a mass of flame and a great column of dust was thrown out of the top of the shaft. The effects of the explosion traversed through watering the horses and in no case was it observed to reach the working face, and in no case were there any effects of an explosion in the return airways. At the place where the shots were fired 40,000 to 50,000 cubic feet of fresh air per minute was passing, and it was quite beyond experience or imagination to suppose that there could be fire-damp at this place, but even if there was a trace of fire-damp it was impossible to suppose there was any considerable quantity. If there had been any accumulations of fire-damp it would in all probability be near the working face, because here would be cavities in the goaf not filled up where gas might easily lodge and here would be gases issuing from the coal. But if there had been fire-damp issuing at the face or in the goaf there would have been some evidences of explosion or combustion there, but as a matter of fact there were none. But all the evidences of explosion and combustion were along the haulage roads, where there was fresh air from the D. C. shaft and coal dust. But the conclusion seems to be irresistible that this was an explosion of coal dust, without the presence of fire-damp.

SOME RECENT DECISIONS.

(Labor Gazette.)

As a result of certain differences between the Montreal Light Heat and Power Co. and its gas works employees, Simon Oranski was condemned by Police Magistrate Lafontaine in the amount of \$1 and costs (in all \$10) for assaulting John Bourslois, one of the workmen who refused to join in a strike, while the latter was on the way to his home. In addition, the Magistrate informed Oranski that if he or others came up again for a like offence, they would not be shown so much consideration.

In the important case of the Metallic Roofing Co'y. of Canada vs. Local Union No. 30 of the Amalgamated Sheet Metal Workers, International Association, relating to the funds of the incorporated unions, which has been dealt with in full from time to time in the 'Labour Gazette', the Court of Appeal for Ontario has affirmed the judgement of the Divisional Court, which held that the withdrawal of the men in the midst of their work by

the combined action of defendants was oppressive and unfair to plaintiffs, and that there was in effect a boycotting of plaintiffs' goods, and that the loss which resulted to plaintiffs was not overestimated at \$7,500.

Plaintiff, a machinist of St. Thomas, entered into an agreement in June, 1906, with the defendant, a manufacturer of Tilsonburg, to perform the duties of chief machinist in the engine works of defendant at a salary of \$677.00 per annum and a portion of the profits of the business. Plaintiff continued to work for defendant until October, 1906, where, as he alleged, he was dismissed without notice. He thereupon brought an action to recover \$2000.00 damages for wrongful dismissal. Defendant set up that he had the right to dismiss plaintiff at any time, and that plaintiff refused to obey orders and was incompetent. At the trial the Judge of the County Court of Elgin adopted defendant's contentions and dismissed the action, but on an appeal a Divisional Court reversed this decision and, holding that plaintiff could not be dismissed without reasonable notice, gave judgement in his favour for \$1500.00 and costs.

Sanford Blake, a striking cabman, was fined at Toronto, \$10.00 and costs for shouting 'scab' at Robert Hurst, a licensed cab driver in the employ of Patrick Maher, as he was driving in a funeral.

DR. BELL OF THE GEOLOGICAL SURVEY.

(Ottawa Free Press.)

Dr. Bell's extensive work during his long connection with our Geological Survey has been of an original and practical character, and has been carried on largely in the wilder parts of the Dominion. Great zeal, perseverance and patience, as well as courage and endurance, were required for its successful execution. Very extensive topographical and geological explorations and actual surveys were made, comprising sea coasts, many of the larger rivers and great numbers of the smaller ones, as well as hundreds of lakes, all over the territory northward nearly to the Arctic Circle. The performance of these duties involved innumerable risks and much hardship and suffering from fatigue, cold, wet and hunger. In connection with the foregoing work, investigations were constantly made as to the mineral resources, the forests, the contour of the country, the soil, the climate, the fisheries, the fauna and flora in general, and everything which might constitute the natural wealth of these immense and almost unknown regions. Dr. Bell's great opportunities have enabled him to publish several valuable papers and maps on the forestry of Canada. It is everywhere acknowledged that the outcome of this pioneer work is now proving most valuable in promoting the rapid development of the Dominion and in bringing the country to its present condition of advancement and prosperity.

Amongst the most important advantages already derived from Dr. Bell's surveys and maps have been their use in the general location of parts of the Canadian Pacific Railway, and of long stretches of the Grand Trunk Pacific Railway in the extensive territories between Quebec and Winnipeg. His numerous reports, describing accurately our north country constituted the 'mountains of information,' available at the time of the inception of the trans-continental railway scheme, and enabled the parliament of Canada to decide, at once to construct the proposed line, thereby saving the time which would otherwise have been required to exploit the country before this enterprise could have been authorized with any degree of confidence.