ay, February 15, 1910

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1123 GOV'T STREET

BUSINESS

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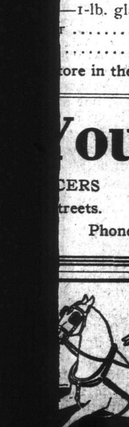

PROVINCIAL HAPPENINGS

Typhoid is epidemic at Phoenix.

Rossland's thirteenth annual winter carnival is again in full swing.

William McAllister of Victoria, has purchased the Alberni hotel.

An important chemical manure plant has been established at Steveston.

Snowslides are interfering with Great Northern service at Swinto.

The public road from Penticton to Keremeos is reported unsafe for vehicular traffic.

The first Canadian National Apple Show is to be held at Vancouver in November next.

The Provincial government will abolish the license fee of $100 on fish salteries under certain conditions.

Street cleaning and grading and sidewalk-laying have begun at Fort George.

Fort George expects to have a population of at least one thousand in another year.

Constable Frank Akin has been transferred from Cariboo to the Chilcotin, with headquarters at Hanceville.

The proposed fishing regulations of the Dominion are received with much disfavor among the salmon interests at New Westminster.

Tenders for the position of assessor of the city of Vernon will be received by the council of that city until the 21st instant.

The Canadian-Renard Road Transportation Co. expects to have its first engine and four cars in operation on the old Cariboo road by the 1st of May.

Edward Haney died at the Sisters' Hospital in Rossland a few days ago as a result of neglecting an ulcerated tooth.

The marriage of Mr. Charles Netherby and Miss Ella Pauline Forrest was celebrated at Vancouver on Wednesday last, Rev. C. C. Owen officiating.

The Presbytery of Kootenay has named a special committee to investigate the high cost of living in British Columbia.

Nanaimo will take advantage of the amended provisions of the school act for the encouragement of manual training, and has appropriated $2,000 for a beginning in this direction.

T. Taylor, an employee of the Pacific Coast Coal Co., at South Wellington, is suffering from severe scalds, received through the bursting of a steam pipe.

A piece of metal flew into the eye of F. H. Freeman, motorman at the Nickel plate mine, Hedley, while he was using a jack-knife to repair a typewriter. The eye will be saved.

Representatives of North Vancouver Council, Board of Trade and Ratepayers' Association have left for Ottawa to do what they can to advance the proposals for the bridging of the Second Narrows.

Vancouver's South African Veterans and Old Campaigners' Association members are preparing to honor Field Marshal Lord Kitchener when he passes through this province on his way from Australia to England.

Hubert G. Kent, a young man from Bellingham, is held by the police at New Westminster for having enticed two young girls of Chilliwack from their homes. The girls are aged respectively thirteen and sixteen.

W. J. Carpenter, a Vancouver photographer, has been committed for trial on a charge of criminal libel, he having allegedly endeavored to blacken the character of one Miss Dolly Mackendry, a former employee.

A lad engaged in railway construction work at Alberni last week had his wrist broken by a flying stone—sent whizzing in his direction in blasting operations. He was holding a stick of dynamite in his hand when injured, but the explosive dropped harmlessly to the ground, undischarged.

J. C. Johnnie, the Pitt River Chinaman, held prisoner at New Westminster for having threatened the life of the white schoolmistress unless she would accept his matrimonial advances, has been adjudged quite sane by the inquiry board, and must now face a trial. The verdict of the commissioners cannot but be accepted as complimentary by friends of the young lady.

One man was instantly electrocuted and two others seriously shocked by an accident at the Barnet power house of the B.C.E.R. Co., on Thursday last. A 'dead' wire was being changed, when a live wire carrying 30,000 volts broke, a short distance away, and grounded. The current was communicated through the galvanized iron roof of the building.

How Rossland came to be so named is the text of a little story told by Milton Graves, an old-timer of the camp now revisiting it for the carnival. In 1894 Ross Thompson applied to the postal authorities to have the place named Thompson. Word came back from Ottawa that there was already one place in the province called Thompson and, therefore, a new name would have to be used. The news was discussed by a party gathered at the old Clifton hotel. Mrs. Stewart, who was running the hotel at the time, suggested that a name with Ross in it would be just right. After thinking a moment she said that Rossland would be just right for a name. The idea was at once adopted by Mr. Thompson, and an application was made to the proper authorities, and thus it is that the city received its pretty name from the ingenuity of a woman.

Vernon's city council has now two representatives on the hospital board.

Mrs. Drinkwater, a pioner of Alberni, is dead at the age of 72.

A complete audit is to be made of the books of New Westminster city.

Mr. W. A. Ward has been appointed Danish Vice-Consul for British Columbia, with residence at Vancouver.

Vancouver's police have convicted a Chinaman of selling cigarettes to lads of tender years.

Coal miners are advised to keep away from Hillcrest as the mines there are overcrowded.

J. D. McSweyn, of Rossland, is the new County Master of the Orangemen of West Kootenay.

A new time card has gone into effect on the Shuswap & Okanagan, the express now arriving in Vernon at 11 a.m. and leaving there for Sicamous at 3 p.m.

The wedding was celebrated last week in Revelstoke of Mr. D. N. McLennan, of the C. P. R. service, and Miss Jessie Thomas.

Lamont Ross and Ald. Busby will be Nanaimo's police commissioners, and Ald. Bennett and E. G. Cavalsky, license commissioners.

The city council of New Westminster will express its opinion on the question of telephone municipalization at the next regular meeting.

Nelson's youngsters arrested for violation of the curfew law and for snowballing have been allowed by the magistrate to go with a warning.

Kelly, Douglas & Co., of Vancouver are erecting a block at New Westminster for their own business use which is to cost $75,000.

Chilliwack clerks have formed an association with S. A. Cawley, M.P.P. as honorary president and John Robinson as active president.

Strong protests are offered in all the provincial cities against the action of the authorities in closing the post office lobbies on Sunday.

The Okanagan fruit growers have decided to send a carload of choice fruit to London, a month or so later than the Government exhibit, for display in one of the big departmental stores and subsequent sale at a minimum price. Similar exhibits will be made in Winnipeg, Vancouver and Toronto.

Magisterial investigation has resulted in the withdrawal of the charge of murder preferred against Isaac Harris at Armstrong, in connection with the Johnnie Cabbage case of four years ago. The Armstrong Advertiser intimates that Mr. Harris has been the victim of spite, in the present proceedings.

The twentieth annual session of the Right Worshipful Orange Grand Lodge of British Columbia will be held at Kamloops on the 15th and 16th instant, and the annual session of the Right Worshipful Grand Chapter of British Columbia on the 14th.

Frank Leidtke, a Rossland four-year-old, narrowly escaped death while coasting down a side street which crosses the railway line. He did not know that a train was approaching until he dashed into it, or rather under one of the moving cars. One of his feet was crushed so badly that partial amputation was necessary.

The mystery in connection with the disappearance of R. J. Brown, who left his home near Oyama in the Okanagan one day in October last and never again was seen, has at last been dispelled by the finding of the body near Okanagan Centre. It is assumed that Brown, who was in ill health, lost his way, and perished of exposure and exhaustion.

A serious fracas is reported to have occurred in the Russian settlement near Fernie recently, in which Mike Kosek was so badly injured that he is now in hospital precariously wounded. His assailant was his brother Martin, who was abusing an elderly acquaintance when Mike intervened. He was thereupon attacked by his enraged brother, who wielded a double-bitted axe with awful effect.

Joseph Ashworth has just died at Nanaimo, as the victim of a most peculiar accident. He was tying up a calf, and raising his head suddenly, struck it against the horn of the mother cow. Medical aid was summoned and what appeared to be merely a bad cut, was dressed. Ashworth growing worse, a more critical examination was made, when it was found that the skull had been fractured. Hemorrhage of the brain intervened and death resulted.

L. Norris, chairman of the Vernon Board of Trade's committee which made the arrangements for the erection of the monument to the memory of Archie Hickling, the hero of the Okanagan hotel fire, has received a letter from Mr. W. Hickling, of Brandon, part of which reads: "We would esteem it a favor if you would convey to the people of Vernon our appreciation of the manner in which they acted towards the memory of my brother, A. Hickling. We feel, though we are so far away, that everything that could be done has been done, and perhaps in a more fitting way than if we had carried out the arrangement ourselves; and we hope that the tablet erected to his memory will inspire the children of the Maple Leaf to do all in their power to help one another."

The resolutions passed by the Associated Boards of Trade of Eastern British Columbia, at its recent annual meeting, have been forwarded to members of the Provincial legislature. Emphasis is laid on the petition for a grant for the bridge over the Columbia river, at Rock Island. Mr. A. B. Mackenzie points out an important fact in connection with the necessity for the construction of this bridge. He stated that as Hon. Thomas Taylor has formulated a plan for the construction of a trunk highway across the province from the costal line to the boundary line of Alberta, one most important link in this highway will be a bridge across the Columbia river. There is no more suitable site for a bridge across the Columbia in Southern British Columbia than at Rock Island for the reason that the island, being in the middle of the stream, gives an opportunity for planting the central pier on a safe and substantial foundation.

The East End ratepayers association and the Municipality of South Vancouver are elaborating a scheme for the opening of the Park Drive through to Cedar Cottage.

New Westminster has a new monthly paper, "The Courier," which is benevolently circulated free of charge for the purpose of advertising the city and district.

The police of the Terminal City will make inquiry as to the sanity of T. Larkin who tried to shoot several employees of Lougheed & Co., a day or two ago.

The married women of Vancouver will ask for amendment of the city charter to secure for them the franchise privileges enjoyed by their sisters of Victoria in municipal matters.

E. B. Drummond who acted as assessor for Kamloops city council last year, has been reappointed. There were three other applicants for the office.

Chief of Police Clerke of Fernie has been granted six weeks' leave of absence to visit his former home in Ireland. R. Bowen is acting in his absence, as head of the police department.

The Kamloops branch of the Ladies Auxiliary of the British Columbia Anti-tuberculosis society has elected Mrs. C. W. Hallamore, president; Mrs. W. F. Wood vice president; Mrs. T. Costley, secretary; Mrs. R. E. Smith, treasurer, and Mesdames. W. H. Edwards, W. Ellison and J. Manson, executive.

S. Tamonaga, president of Nanaimo Fisheries association, wrote to the Nanaimo school board stating that when the local Japanese subscribed to the local schools they were acting under a misapprehension as to the financing of the schools. He requested that the amount donated to the city schools be handed over to the Nanaimo hospital and the board on Friday night did as requested.

It will be remembered that when nominations for mayor and aldermen were invited at Fernie in January, no candidates offered themselves for civic honors and responsibilities. The city clerks accordingly communicated with the Provincial Secretary's department, suggesting that a new election be provided by order-in-council. The reply by wire was: "Consult your city solicitor; the department cannot interfere." Fernie has no city solicitor, and the worried clerk does not know what to do next.

The department of militia and defence at Ottawa has forwarded to the mayor of Fernie a bill amounting to $7,457 for blankets and camp equipment sent to the city immediately after the great fire in August 1908. Some of the tents and other equipment were destroyed and scattered and could not be returned to the department, hence the bill. As the federal government did not contribute anything for relief after the fire and as it has on other occasions subscribed funds for the relief of sufferers abroad, the bill has occasioned much indignation in Fernie.

Mr. Donnell, manuaf training inspector, attended the Nanaimo school board meeting on Friday and advocated the inauguration of manual training in Nanaimo. A room suitable for such purposes could be made in the basement of the Central school, he said the cost of putting in 24 benches would be between $700 and $800 and the total cost, including a teacher, would amount to about $2,000. The provincial government had under consideration a bill to assist manual training in schools, to the extent of three-fifths of the cost. Mayor Planta favored the proposal but wanted a fuller meeting before anything was decided and action was deferred until a subsequent meeting.

At a largely attended meeting of District Lot 301 ratepayers Monday night the advisability of joining with South Vancouver in an endeavor to secure annexation with the City upon mutually favorable terms was further discussed. A committee was appointed to go to Victoria to confer with the delegation now there from Vancouver and Hastings Townsite, with a view of ascertaining if the present lease with the British Columbia Electric Railway can not be terminated and to also ask the provincial authorities to bring pressure to bear upon the British Columbia Electric Railway that they may be induced to put the North Arm and Westminster roads in good repair.

The Sea's Toll

The story of a man, after being shipwrecked, died at the moment of rescue, was told in the Grimsby Coroner's Court some days ago, when an inquest was held upon the body of Robert Beech, steward of the Hull trawler Gothic, which foundered in the North Sea during a blizzard. The Gothic was crippled by a heavy sea and was in a sinking condition when the Grimsby trawler Oldham bore down to her. Four of the crew were rescued by the Oldham's boat before it was smashed by the seas. The skipper, the steward, and three hands yet remained on the sinking wreck and having no other boat wherewith to help them the Grimsby fishermen floated lines attached to buoys to the imperilled men, telling them their only chance of life was to make the lines fast about their bodies and risk being hauled through the icy waves. Giving evidence at the inquest, Skipper Nicholson, of the Gothic, said that he fastened one of the lines round the waist of Beech, who was nearly sixty years old, and already weakened by a night's exposure to the blizzard on the deck of the half-submerged ship. "You shall be the first to go, steward," he said. All right, skipper. God's just," answered the old man, as he committed himself to the sea. The Grimsby men hauled him to their craft with all speed, but he was dead when lifted on to the deck of the Oldham. The other four men from the Gothic reached the trawler in safety, and warm clothing and hot drinks soon put new life into them.

The American Brotherhood of Cement Workers, writes International secretary Henry Ullner, contemplates the issuing of an official journal at an early date. The headquarters of the Cement Workers is at San Francisco, and has functioned as an International union for seven years. It has issued 132 charters, and has a membership of 9,000. Its territory covers Canada, the United States and Mexico. From observation while in Canada, General Secretary Ullmer has determined to do a great deal more organization work during the coming year, as he believes there is plenty of good material for an addition to its membership.

Mining Department.

EDITED BY WILLIAM BLAKEMORE, M.I.M.E. MEMBER, CANADIAN MINING INSTITUTE, GREENWELL GOLD MEDALIST NORTH of ENGLAND INSTITUTE of MINING ENGINEERS 1904

Portland Canal Mining Co.

Writing recently on the developed mining properties of the Portland Canal, reference was made in this column to the opening up of new mines; to complete our review of the district the following brief synopsis is necessary:

The Canada Mines Company.

The Canada Mines Co., Ltd., has been formed for general mining and allied purposes in the Portland Canal district, with the specific object of acquiring and developing the Charles group, situated on the east side of the south fork of Glacier creek. The Charles, Charles Two Fraction, and Charles Three Fraction comprise about 35 acres, and several surrounding claims have been bought after the most careful expert examination by interests, whose main consideration is mineral, and not speculative value. The prospective value of the property can be appreciated when it is known that D. D. Mann, the owner of the Portland Canal Short Line railway, has recently purchased the three claims immediately west, also a controlling interest in the two claims immediately north, and a heavy interest in the two claims on the soueheast corner of the group.

The property is well timbered and watered. An aerial tram, connected with the railroad, is to be constructed by the Mann interests, with facilities for handling custom ore, thereby assuring continuous operation of all the contiguous properties in the South Fork district.

The company is capitalized at $1,000,000, with shares at $10 par value. The idea of the company is thoroughly to prospect and demonstrate the value of the claims before organizing on a larger basis. The funds raised by the sale of stock will be devoted entirely to meeting the payments on the property as they fall due, and to bringing men and supplies for development purposes. There is no promotion stock. The head office of the company is in Vancouver, B. C., and W. H. Murison is president.

The Portland Wonder Mining Co.

This company was incorporated in the fall, with a capital of $600,000 in $1 shares to acquire claims on the north side of Glacier creek, the Little Wonder, Big Four Fraction, Copper Queen No. 1 and Copper Queen No. 2, formerly owned by R. F. Chapman and B. F. Ranch. The group lies between the holdings of the Portland Canal Mining Co. and the Stewart Mining and Development company. The development at present consists in the driving of a tunnel on the "East Vein," better known as the "Green Ledge." The mouth of the adit is near the south end line of the Little Wonder claim. This level, it is expected, will give about 400 feet of depth on a ledge. Six open cuts have been made on the vein, which shows a width of from ten to twelve feet. The principal values are in gold and silver, and an average assay of eight samples made by G. B. West gave a return of $74 per ton. The head office is in Vancouver, the president being J. A. W. Moseley. Eight men are employed.

The Bear River Canyon.

Victoria capital is principally interested in the Bear River Canyon Mining Company, Ltd., owning the Victor group of claims situated at each side of the Bear River at the canyon. The company is capitalized for $500,000 with a par value of $1, and was promoted by A. W. Payn Le Sens of Victoria.

The Bitter Creek Mining Co.

This company owns twelve claims on Bitter creek about three and a half miles from its mouth, situated on the north side, and ten miles from Portland Canal. The company is capitalized for $200,000 in $1 shares. There is no promotion stock. The prospectus states that work will be carried on throughout the winter. The head office is in Vancouver.

The International Mining Co.

Eight claims which are owned by Cameron Bros. and Mr. Watt were recently bonded to a Vancouver syndicate, and within two days after, a company was formed and 300,000 shares were subscribed. The company has been organized under the name of the International Mining & Development Co., the International Brokerage Co. of Vancouver handling the business. The group is located about three miles from the famous Red Cliff, and assays, running from $40 to $42.50 per ton have been obtained. Development under the direction of W. T. Smith will soon start. Mr. Smith is a well known mining man, formerly from the Boundary district.

Strikes and Lockouts in 1909.

The total number of strikes and lockouts in Canada during 1909 was 69, the same number as in the next preceding year of which the department has record. There was, however, a considerable increase in the loss of time to employees occasioned by trade disputes. This was owing, in a great measure, to certain strikes in coal mines in Nova Scotia, in which a large number of employees were involved for several months, and a strike of coal miners in Alberta and Eastern British Columbia, which continued for three months and affected over 2,000 men. Apart from these disputes there were no others of serious importance during the year.

Lead Prices to Soar.

Geo. Houston, former editor of the Sandon Miner, but now a mining engineer in Idaho, has been expatiating on the lead situation. Houston's hobby is lead and zinc mining and he thinks the outlook for lead is extremely bright. He says:—

"I have been a student of lead, more or less, since 1894. In the history of the metal I do not think that we have ever faced a future more bright with promise.

"The present consumption of lead stocks is enormous, but there is no corresponding increase in production, in the United States, that will keep pace with the future demand. New lead districts are remarkably scarce, and by reason of certain economic effects, growing out of the handling of the situation by the dominant influence in lead, it does not appear as if quick relief need be looked for.

"The dominant influence referred to above is the American Smelting & Refining Co. of the Guggenheims. Their control of the industry has been nearly absolute since organization. The effort has been to confine production within the consumptive demand through control of the machinery of manufacture.

"They have eliminated the gambler of 'futures' by providing their own system of price insurance. Prices in the main have been steady and remunerative. On the whole their influence, from a consumptive standpoint, has been beneficial to the industry. Whatever may be said against the Guggenheims' regime from the producer's side, this patent fact stands out. Lead, during the period of their dominance has maintained a far healthier tone than any other common metal, from a production, a consumption and price point of view. Its quick recovery during the late panic was a most instructive and astonishing performance.

"Barring the occurrence of such panics as during 1907, I do not see how the region can escape feeling some of the effects of the strong demand during the next five years. Of all the metals, lead has the brightest future all over the world. Its use is becoming such a factor in the common necessities of life that its production must receive the earnest attention of capital in the effort to supply the demand."

A Status Prize

A "status" prize will be awarded by the Society of Engineers, England, each year, for the next four years, ending 1913 (if papers of sufficient merit are received), for the best paper written by any person on the subject of "How to improve the status of Engineers and Engineering, with special reference to Consulting Engineers." The prize will consist of books or instruments of the value of $15, selected by the author of the premiated essay. Essays sent in for competition must be received by the secretary, Mr. S. A. E. Ackermann, on or before May 21st in each year.

Coal Prices in England.

The average price of coal, coke and manufactured fuel exported from the Kingdom during September was eleven shillings, 5.1 pence per ton, as compared with eleven shillings 0.5 pence in December, 1908, and thirteen shillings 7.03 pence in December, 1907.

Of the total exports of coal during December the mean value of the large coal exported was twelve shillings 9.4 pence; through-and-through (unscreened) coal, nine shillings, 8.2 pence; and small coal eight shillings 8.8 pence. The average value of all kinds of coal exported was eleven shillings 3.7 pence, an increase of 1.6 pence as compared with the preceding month. Otherwise divided, it fetched the following values:—Steam coal, eleven shillings 5.4 pence; gas coal, nine shillings 11.02 pence; anthracite, sixteen shillings 7.1 pence; household coal, ten shillings 8.1 pence, and other sorts of coal, nine shillings 8.2 pence. The value of the coke exported was thirteen shillings 4.6 pence per ton, and of the manufactured fuel, thirteen shillings 5.3 pence per ton.

Mine Owners and Tariff Reform.

Messrs. Pitt & Co., of the Cakemore Collieries, Halesowen, who also own several pits in the North Worcestershire, Kingswinford, and Mid-Worcestershire divisions, employing about fifteen hundred men, have posted the following notice at the collieries:—"We believe that Tariff Reform is the only salvation for the work-people of this country; we also assure the working-man that in our opinion under Tariff Reform, their food will not cost them a farthing more; but to make assurance doubly sure, we solemnly promise our workmen that, in the event of their food costing them more, we will meet a deputation of our workmen from each of our collieries, and raise their wages to fully cover the increased cost. We also take this opportunity of saying that the old age pensions will be paid under the Unionist government, and if, for any reason, whatever, they should not, we will pay any man, or woman, dependent on any of our employees, and at present entitled, or who may become entitled, during a Unionist government, the amount of their pensions. We are personally prepared to meet any workmen or men in our employ, and give them our personal guarantee, either verbally, or in writing.

Conical Drums.

The best engineering practice in England and Germany favors the abandonment of the cylindrical drum and the use, instead, of the cylindro-conical. This latter form of drum was of great interest. It was built for two ropes, and was symmetrical about a plane through its centre at 90 degrees to the axis. The up-coming rope was led on to a drum for a few turns, during which the drum accelerated from rest to full speed. The rope then mounted a scroll of suitable dimensions to a large drum, upon which the wind was finished. The down-going rope was first upon the large drum, then descended the scroll, and completed the wind on the small drum. By properly choosing the diameter of the two drums, the result of the static moments of the full and empty cages might be made zero, or the empty cage might even over-balance the full cage at the commencement of the wind. At the end of the wind the retarding moment was very high, owing to the loaded cage being on the large diameter, while the empty cage was on the small diameter. Hence, the conditions were exceptionally favorable for running out. Further, the power to be exerted by the driving engine was more constant than any other form of drum, so that a smaller engine, or motor might be employed.

Explosions in Natal Mines

Last year there were several very serious explosions in the coal mines of Natal, and in view of the liability of the Vancouver Island mines to similar explosions it may not be out of the way to submit a brief statement with respect to them.

The first explosion, following a shot with an explosive for being fired, burned one European and several natives, three of whom afterwards died, and was followed by a fall of sandstone roof, top seam coal and shale of top-seam coal, immediately out-by from a small igneous dyke, which had been cut through, and which had emitted so much fire-damp as to cause a suspension of work for some months prior to the explosion.

Work, indeed, had only been re-started in beyond the dyke about a fortnight before the explosion. Five more explosions occurred the second day, the fifth killing five Europeans and fifty natives, and destroying several brick stoppings, and the second air-crossing. The next day a tremendous explosion of fire-damp and coal-dust occurred, which resulted in the death of seven Europeans and about twenty-one natives, the explosion traversing nearly the whole of the mine, and destroying stone-stoppings and air-crossings throughout.

The writer confines himself more particularly to the facts incidental to the recurrence of explosion after explosion. It was the general opinion among Natal colliery managers, that Natal coal seams and the adjacent strata were more permeable to marsh gas than were those of Great Britain. In consequence, leading development drivers, whether in a new mine or after penetrating an igneous dyke (which formed a penetrable barrier to the gas) were especially liable to heavy blowers of gas.

Old Country Mining.

Coal owners' associations of Warwickshire, South Staffordshire, North Staffordshire, Cannock Chase and Shropshire, are inviting makers and the inventors of mine rescue apparatus and appliances to exhibit at an exhibition to be held at the University Birmingham, Feb., 1910.

The first annual dinner in connection with the North Wales branches of the Mining Officials' association was held at Wrexham recently, when from seventy to eighty sat down. Mr. Clement Edwards, M. P., occupied the chair.

Worsop Main colliery, which is about five miles from Mansfield, and which held the record for the largest day's output of coal up to September, 1908, having raised 3912 tons, has just made an attempt to regain the record, which was obtained by the Mansfield (Crown Farm) colliery, belonging to the Bolsore Colliery company, by turning 4,633 tons in one day. Though Warsop Main did not succeed in reaching the amount turned by Mansfield, the output was over 4,000 tons, which is very creditable considering the reduced working day, caused by the operation of the Eight-hour act.

The home secretary has appointed Mr. Arthur Henry Steele to be an assistant inspector of mines under the Coal Mines Regulations act, 1887-1908, and has directed him to act also as an inspector for the purposes of the Metalliferous Mines Regulations acts, 1872 and 1875, and of the Quarries act, 1894; and has further appointed him to be an inspector of factories and workshops for the purpose of the Factory and Workshop act, 1905.

An effort is to be made to obtain a full charter for the Nottingham University College, so that it may become a degree-conferring university, and in regard to the mining department the question of extension is now under consideration. An advisory committee reports that this particular department is in a very healthy state. There are sixty-seven day and forty-five evening students, in mining and mining surveying, while thirty-nine students in mining attend electrical lectures use laboratories. The advisory committee suggested that a scheme should be formed and submitted to colliery owners, to those who receive royalties from coal, and to miners, that a substantial fund, extending over five years, should be provided to enable them to appoint a professor of mining and thoroughly equip and enlarge the department, so that it might serve not only Nottinghamshire, but all the districts that are not served by the Sheffield University. This suggestion was first made voluntarily by a gentleman of considerable influence in the mining world, having connection with the Notts and Derbyshire collieries, and the sum mentioned was £20,000. The college authorities believe that such a sum would form the nucleus of a fund which would justify them in making application for a full charter.

Mr. Norman D. Todd, eldest son of Mr. J. T. Todd, the general manager of the Blackwell Colliery company, has been appointed to fill the important post of assistant manager of Messrs. Andrew Knowles & Co., Ltd. Mr. A. D. Todd at the present time occupies the position of manager of the Alfreton and Shueland Collieries.

Mr. G. Sellars has just been selected as under-manager at the Warsop Main colliery, Notts, his successor as day under-manager at Shirebrook Colliery being Mr. Bateman.

Messrs. Andrew Barclay, Sons & Co., Ltd., of the Caledonia Works, Kilmarnock, informs us that they have just shipped to the order of the Nova Scotia Iron and Steel Co., a large eight-wheel coupled side tank locomotive. Cylinders seventeen inch dia. by twenty-two inch stroke, guage four-foot eight and a half inches, wheels three-foot five inches diameter, wheel base twelve feet, working pressure two hundred pound per square inch. The locomotive is fitted with Walschaert valve gear with balanced slide valves. The bearing springs are a special adaptation of the "Timmis" spring with cross-beams and bearers.

The Use of Sprayers.

A large number of experiments have been made at Brandon colliery to ascertain the hygrometric condition of the seams which were dry and dusty. The usual conditions prevailing in mines of that depth were as follows: The temperature of the air currents in their passage in-by gradually approximated to the temperature of the mine, whether by a gradual increase, as in winter, or by a decrease as in summer. The atmospheric conditions, both as regarded temperature and moisture had an important bearing on conditions prevailing underground. When air entered a mine at a low temperature and in a dry state, with its corresponding great capacity of absorbing moisture, the coal dust on the engine-planes was rendered very dry and sensitive. On the other hand when the conditions were exactly reversed, the air currents might actually deposit moisture, and thus make the coal dust on the roadways damp. Efforts have been directed by two considerations, namely: (1) The establishment of wet sections in various parts of the main intakes, with the hope that these might prevent the extension of an initial explosion; and (2), an attempt to bring the air current into such a fully saturated condition as to prevent the desiscation of the coal dust. As there was already in operation a system of watering by means of a hosepipe fed from waterpipes, laid along the engine planes, it was decided to make the service pipes available for extended treatment by water. After several trials of various types of sprayers, it was decided to use the Saint Sprayer, and it had given every satisfaction. The water was thrown off from these sprayers in such a comminuted form as to resemble a Scotch mist, and thus thoroughly saturated the air. The pressure of water, as these sprayers varied from 112 to 172 pounds per square inch, and each discharged from 170 to 260 gallons per day. The water was conveyed down the shaft from the service reservoir by means of pipes, and the above-mentioned pressures were obtained by the depth of the pit, which to the several seams varied from 400 to 500 feet. All the water was, of course, not absorbed by the air current. A large portion was deposited on the floor through the "wet sections" and arrangements must be made to convey it to the water levels, in fact the portion of the sprayers would be determined to some extent by the facilities for getting rid of the surplus water.

When Guineas Are Used

"Funny thing," said the writer, who had just received a cheque for two pounds, two shillings from London, "how the editor over in England paid me in guineas, not in English pounds. In fact, it would be an insult if the editor had simply paid me two pounds, seventeen inch dia. by twenty-two inch stroke, guage four-foot eight and a half inches, wheels three-foot five inches diameter, wheel base twelve feet, working pressure two hundred pound per square inch. The locomotive is fitted with Walschaert valve gear with balanced slide valves. The bearing springs are a special adaptation of the "Timmis" spring with cross-beams and bearers.

"They've two kinds of money over there. One kind is straight business money. An even two pounds sterling would have meant in effect that I had performed a routine job of some kind, such as compiling a table of statistics for the editor, and that I was being paid for mechanical labor.

"But the editor adds an extra shilling to every pound he pays me. This means that I am not supposed to have performed any labor at all, but to have created a work of art and submitted this work of art—otherwise literature—for art's sake.

"My cheque is written 'Two guineas,' and the envelope in which it is sent me is addressed 'John Smith, Esq.' This in effect is a second recognition that I have submitted a piece of literary art. Yet the figures on the check are '£2 2s.' to prevent errors in bookkeeping.

"If I'd been on the staff of the periodical my salary would be paid me in pounds sterling, for then I'd be supposed to be working for pay, and according to English ideas no longer a gentleman.

"These two kinds of money, guineas and pounds; show up in many curious ways. All professional men are paid in guineas. If you are running a big private school you make your charge for tuition in guineas, because you're supposed to be engaging merely in an altruistic, philanthropic project of building brawn and brain for Britain. But you pay the teachers in your school in pounds sterling, for they're supposed to be working for pay, not for love.

"If you're a doctor, you make your bills for professional service out in guineas. Barristers are paid in guineas. Horse race prizes are given in guineas for all gentlemen's races.

"The most curious mixture of all is the clergyman's pay. This is a queer mixture of commercial and professional ideas. The charge of a parish is known as a living, and is paid in pounds sterling, but if a wedding or a christening takes place in the parish the clergyman receives a personal fee, which is paid in guineas instead of pounds.

"Artists are paid in guineas. The late James McNeill Whistler, who had a delightful habit of turning a keen wit on friends and making enemies thereby, was once paid for a work of art in pounds sterling, a delicate implication that Whistler was a dauber and a tyro.

"Two trades are paid in guineas for goods purchased, but other trades are paid in pounds sterling. These trades are the interior decorators and the jeweller. The jeweller's goods are supposed to be works of art, and such commercial articles as watch chains and watches are priced in guineas. Certain swell and exclusive London tailors, to whom you have to be introduced, by the way, charge you in guineas for the coats and trousers they consent to make for you.

"Directors of companies were formerly paid in guineas for their attendance. They are now paid in pounds sterling; but when a pound sterling is in minted gold, it isn't a pound sterling any more, but a sovereign.

"The idea is that directors of companies are always feed in gold, and as sovereigns only are now coined, they are paid in sovereigns. The only exception is the directorate of the Bank of England. The members of the board are paid in golden guineas, part of a small store kept in the bank and dated in the early years of the last century.

"A gentleman wagers with his friend in guineas. He buys a hunter or a polo pony from a friend in guineas, but in pounds from a horse dealer. But if he is buying a work horse from a friend and equal he pays in pounds sterling.

"If a gentleman wagers with a bookmaker at a racetrack he posts his bet in pounds. If he tries to break the bank at Monte Carlo he puts up his wagers on the roulette wheel in gold twenty franc pieces, and speaks of his winnings or losses in pounds sterling, while he mentions his winnings or losses at bridge, paid in gold, in guineas.

"There are hundreds of delicate distinctions in British etiquette in the matter of money. One of the most curious is that of a certain London club where the members receive their change in gold, silver and penny postage stamps, neither paper money nor copper being given, and gentlemen are not supposed to know any money except coined gold and silver."—New York Sun.

WHALER SEBASTIAN ENTERS PACIFIC

New Vessel for Pacific Whaling Company Reported From Puntas Arenas on Her Way Here

The steam whaler Sebastian bought by the Pacific Whaling Company from one of the whaling companies operating in the Gulf of St. Lawrence has passed into the Pacific and is now on her way to Victoria. The little steamer being brought around the continent from St. John, Newfoundland, was at Punta Arenas, near the southern extreme of the continent on February 2nd, and after coaling there proceeded north. She will make several calls for coal on her way, and is expected here about the middle of next month. The steamer Titan of the Blue Funnel line which is due about the same time is bringing another steam whaler, a vessel built in sections at the yards of a Norwegian shipbuilding company of Christiana, which makes a specialty of construction of steam whaling craft. This steamer is slightly larger than the other steamers of the fleet of the Victoria company, and is equipped with the latest contrivances for the pursuit of the industry. The Sebastian was formerly operated in the Gulf of the St. Lawrence and is a sister vessel of the St. Lawrence, previously bought by the Pacific Whaling Company from a St. Lawrence whaling concern. The intention is to operate the four whaling steamers off the west coast of Vancouver island, two being operated from Sechart and two from the Kyuquot station. The company will start operation off the island coast early in March when the steamers Orion and St. Lawrence will return to their respective stations and the other two steamers will be commissioned as soon as possible, the Sebastian soon after she arrives and the new vessel from Norway, as soon as the sections are put together by local builders.

It is probable that one, or possibly two other whaling steamers will be later secured for use from the station to be established at the south end of the Queen Charlotte islands, and with the new station in commission it is anticipated that a steam freighter will be procured to act as tender for the various stations, which now supply considerable freight for the west coast steamer.

Following a meeting of the grievance committee of the local Carmen's Union and officials of the Rapid Transit Co., of Philadelphia, P. Driscoll, president of the union, said that all danger of a strike at the present time had been removed. The grievance committee submitted a new agreement to replace the old one, which expires in June.