

the Dominion; another, the limited domestic markets. But, added to these is the indisputable fact that our railroad companies are not alive to the supreme present need of exploiting vigorously our mineral lands. Nor is public sentiment yet healthily aroused.

Not only is it imaginable, but it is highly probable that the Intercolonial Railroad will never become a profitable investment until something over fifty per cent. of the total freight moved on that line arises directly and indirectly from mining. This implies, first, the outlay of sufficient money to provide dockage and handling facilities at important shipping points, and, second, the construction of numerous subsidiary lines to mining centres.

The Grand Trunk Pacific must also embrace every opportunity to cater to the mining industry. The fruits of agriculture provide but sporadic freight. Neither manufactures, forests, nor any other class of freight can begin to supply the constant volume that is derived from mining and metallurgical enterprises.

Briefly, railroads and mining are most closely and more vitally interdependent. The growth of mining reflects itself directly upon the railroads. The extension of transportation facilities brings into being mining districts that otherwise could not exist.

The lowering and standardizing of freight rates, the establishment of loading and handling equipment at shipping ports, the concession of the lowest possible rates to mining pioneers, the construction of much-needed lines in old and new mining districts are themes that should occupy far more of the attention of our railroad magnates. They are themes, also, upon which we hope to have something specifically useful to say in the near future.

Meanwhile we urge upon our Canadian readers the desirability of taking to heart the lessons contained in Dr. Douglas' excellent paper.

#### A NEW VANCOUVER COAL MINE.

The Pacific Coast Coal Mines, Ltd., is the name of the company that has recently opened up a coaling port at Boat Harbour, Vancouver Island. Boat Harbour is situated between Nanaimo and Ladysmith, some thirty miles from Vancouver. Here large ocean-going vessels can find ample accommodation. The bunkers are large, and the loading equipment has a capacity of 750 tons per hour.

The collieries are distant seven miles from the harbour. Railroad connection and modern rolling stock are already provided. The company owns 200 acres, and has rights over 5,000 acres in addition.

A large amount of tunnelling has been done already, and production has commenced. The seam at present worked is reported to be from five to twenty feet in thickness. Other underlying seams have been encountered in diamond drilling.

From accounts received it appears probable that the colliery of the Pacific Coast Coal Mines, Ltd., will rapidly become a serious factor in the industries of the Coast. Its equipment is modern, and its product is high-grade.

Competition is needed. We wish the new venture all success. If it can break the prices that citizens of Vancouver and Victoria have to pay for coal, it will have done well.

#### THE SPRINGHILL DECISION AND TWO GLACE BAY INCIDENTS.

The report of the Board of Conciliation appointed to enquire into the complaints of the employees of the Cumberland Coal & Railway Company, Springhill, N.S., was made public on July 24. The chairman of the Board was Judge Longley. Mr. Charles Archibald represented the company, and Mr. E. B. Paul the men.

As regards recognition of unions, the Board's finding is that it should be left to the employers' discretion to decide how far they will recognize organizations having central authority outside of Canada and controlled by interests that may at any moment engage in acute competition with Canadian producers.

The report, temperately and carefully phrased, indicates that the Board does not consider recognition of the U. M. W. A. either necessary or desirable.

As if to lend dramatic force to this report, two incidents occurred in Cape Breton. One was a brutal assault on an old man by the pickets of the U. M. W. A.; the other, an attempt to blow up the house of the manager of one of the Dominion Coal Company's collieries.

For the first incident the U. M. W. A. is directly responsible. As for the second incident it cannot be held guiltless.

We are confident that the U. M. W. A. will not flourish on Canadian soil. The organization proclaims its own unworthiness. Its ways are ways of violence and hate. It glorifies selfishness and is altogether unlovely.

#### "THE MINING LAW OF CANADA."

Elsewhere will be found a review of this latest addition to Canadian mining literature. Here we wish to extend an editorial welcome to Mr. Morine's book.

We are grateful to him for saving us pother and vexation. He has provided a means of choking off importunate enquirers. Heretofore it has been practically impossible to satisfy seekers after light on Canadian law.

Seriously, Mr. Morine has accomplished a large task satisfactorily. His book will become a standard. Mining men need no reminder of the difficulties that the absence of any modern compendium of Canadian mining law has entailed.