

AROUND THE COLIERIES.

The Great Northern Mining Co. Cheticamp, purpose making extensive improvements and additions to their plant. The company will attempt refining on a larger scale.

The list of fatal accidents for 1911 is growing at a too rapid rate. In Pictou County there were three such accidents of late one at the Drummond, one at the Allan Shafts and one at Thorburn.

A Cape Breton candidate said the other day that there were some "17,000 persons engaged in Cape Breton in the production of coal." That is going it some, if persons directly engaged is meant.

Some exploratory work is being done to the deep in No. 2 Drummond Colliery. This is for the purpose of determining what is the condition of the places and pillars where coal was formerly extracted.

According to the Coal Trade Journal, Canadian railways are buying coal for the Canadian North West Territory, formerly served from Crow's Nest Pass. A contract for 200,000 tons was closed lately for the Canadian Pacific and was split up as between Pittsburgh and Ohio, No. 8 producers.

There are close on 10,000 members on the roll of the Dominion Coal Co's benefit fund. There are reports on the mainland that no benefits are to be paid new comers or new members for a rather lengthened time of, say, probation. The RECORD has heard of no such drastic change in the constitution.

For the seven months ending July the United States exported to Canada 5,134,007 tons of bituminous coal against 2,767,957 for the corresponding period of 1910, an increase of 1,366,050 tons. These are figures that should arrest attention. The figures, among other things, furnish proof of the great prosperity of Canada.

The importations of American coal into Montreal and ports East during July amounted in all to 230,757 tons. Of this 79,820 was bituminous round and slack, and the remainder, 150,937, anthracite. With the exception of six tons of slack to Nova Scotia, all the soft coal came to Montreal. Nova Scotia imported 13,050 of Anthracite, and Quebec 123,929. It would be interesting to know how much of the latter was dust, superseding Nova Scotia coal.

Mr S. O. Greening, senior of the B. Greening Wire Co. died ten days ago at Hamilton. He was one of Hamilton's most honorable and warm hearted residents. Deceased who made Hamilton his home for the past 55 years was born in Manchester, England, in 1847. He came to Canada with his father, the late Benjamin Greening in 1856. In 1877 he succeeded, on the death of his father, to the head of the B. Greening Co. and since 1899 until his death was its active president. Deceased was noted for his charities.

The staid old Drummond colliery has again by strict economy been enabled to pay its shareholders five per cent. dividend. Not as much as one might receive for money on a good mortgage, but still better than nothing.

The shipments of the Dominion Coal Co. in August month in the past ten years are as follows in round figures:

1902	306,000	1907	365,000
1903	225,000	1908	353,000
1904	307,000	1909	248,000
1905	323,000	1910	350,000
1906	343,000	1911	415,000

If the artificial roof in the Drummond colliery holds out as good throughout the pit as in the places that have been tested, then there is coal enough in the old works to keep the old colliery in life for ten years without much further sinking.

The C. B. politicians are teasing each other over John Johnstone Supt. of the Nova Scotia Steel & Coal Co., and how he will vote, and what he thinks of reciprocity and so forth. John Johnstone, plain John as he calls himself, is a first class mining man, that is practical mining man, and John, one of the most modest, and least dogmatic of men, would be the last to say that he knew the least wee bit about the commercial end of the business. He knows how to get coal and leaves to others the disposal of it. Those who dispose of it hold views contrary to that of Mr. Johnstone.

We are gravely told by one 'high up' that fancy pressed hay in Charlottetown sells at \$10.00 per ton, while it sells in New York at \$28.00. Now why do the sellers in Charlottetown let it go at \$10.00. They surely don't mean to say that the American duty keeps them from sending to New York and from realizing more than \$10.00 per ton. Let the duty on hay be placed at \$4.00 per ton, and transportation charges as high as \$10.00, the two added make \$14.00. Why then isn't the hay sent to New York where it will net, in face of the duty and charges, \$14.00 a ton instead of being sold in Charlottetown at \$10.00.

The foundation for the new brick engine-house for No. 4 slope of the Intercolonial Coal Co'y is under way. The building of an additional engine house and the erection of more plant, means the determination of the company to maintain, if not to increase, its output. Though Nos. 1 and 2 slopes are close to each other, the No. 1 engine big as it is could not, owing to the extremely long haul—8000 odd feet—overtake more work than at present. The new plant will be utilized in drawing coal from 'lost' places, and from places with artificial roof. The roof in the places where the top coal was taken out only three years ago, and 'packing' put in, has so far been found to be as good as roof where the packing has been subjected to fifteen or more years great pressure.