

under way. As therein mentioned, it was determined to sever the coal seam throughout its entire vertical thickness of about 50 feet, and for a width of 12 feet, from the outcrop of the northern end to the standing water in the basin, and afterwards to fill this excavation with clay or concrete, thus establishing a solid, non-combustible character. The result was a solid wall of concrete 12 feet thick and about 1,100 feet in length."

## UNITED STATES EXPORTS TO CANADA.

In 1916 there were imported into Canada from the United States 3,862,000 odd tons of anthracite against 5,025,000 odd tons in 1917, an increase; last year, of 1,163,000 tons. Of bituminous there were imported 12,849,000 odd tons in 1916, against 16,192,000 odd tons in 1917, an increase last year of 3,343,000 tons. Combining anthracite and bituminous, the imports, in 1917, exceed those of 1916 by 4,500,000 tons. This is what our friends across the line would entitle "some increase." And it undoubtedly is, and is proof that last year Canada had great industrial activity, and this increase does not include importations by water to Atlantic ports.

## Rubs by Rambler

The Herald in its headlines over the verdict of the jury in the Allan disaster inquest says, among other catch words, "Stand taken by Halifax Herald endorsed. Why are other papers opposed to fullest investigation?" Such an introduction is wholly unfair. The Record is certain that no paper in Pictou County opposed a thorough investigation, and I am unaware of the fact if any paper outside the County made slightest objection, or even threw luke warm water on a real and timely investigation. The Herald was astray in the stand it first assumed. The Pictou papers were right. The former called for immediate investigation; the latter held that no investigation could properly take place until the mine had been practically repaired, making close investigation possible. And no investigation will likely take place until the mine can be freely explored in every part, when all the debris has been cleared away. The cleaning up may be finished in a day or two, or it may take a week or two. And before any investigation can well be made the evidence taken at the inquest must be considered and digested.

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He belonged to the army of invasion, but he was neither an officer nor a private who was the first to enter Jerusalem when the historic city was captured by the British. The following interesting extracts are from a racy letter written by an officer to a friend in England. Here are incidents that will may go down to history:

"I shall never forget the joy of the poor inhabitants as we marched in—the first British troops. They had waited three years for the day, and they simply

hung round our necks and kissed us and cheered. It was worth everything to see their happiness, and I must confess that I had a lump in my throat and a moist eye. One old boy gave an officer a handful of new Turk coins for all the officers. I will send mine home in a day or two—it will be worth keeping." "By the way," he continues, "early in the morning of Sunday our officers' cook and another man set out from our camel lines with a dixie of hot cocoa for the officers. We knew he was coming, and as we had had nothing hot for 48 hours we were not very much pleased when he became very much over-due. Some hours later he did arrive—but very much scared. He had lost his way, and marching through our lines had entered the outskirts of Jerusalem. Thus the first Englishman to reach Jerusalem was an unshaven, soot-smudged cook, carrying a dixie of cocoa, so you see there is humor even in war."

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It might be expected that Britain, being an old country, and holding a foremost place in manufactures that there would be little room for new industries after the war. It is now realized that there must be new industries where all the munitions machinery has either to be scrapped or employed in other directions. In Britain they are taking time by the forelock, and a committee has been appointed for the purpose of pointing out new and necessary channels for trade. It is time a committee modelled after the British lines should get to work in Canada. Among other things the committee has to make recommendations as to the establishment and development of these new industries by the transfer of labor or machinery, or by other measures. Also as to how such transfer could best be made, and what organization would be needed for the purpose, with due regard to securing the co-operation of labor. To give help on this side of work a labor advisory panel is being formed, consisting of representatives of skilled, semi-skilled, and unskilled workers, and of women. With this panel the committee will work in co-operation on questions concerning labor. It is pointed out that the need for such a list of articles and for some organized effort to make them at home has been amply shown by the war, which revealed our dependency on many countries, including the enemy, for articles vital to our industries and even to our war equipment. "Rush" orders to many countries were necessary before we could obtain them, and but for these special efforts and favorable circumstances which enabled us to import these articles we should have had to go short. The Committee has already covered some of the preliminary ground of its inquiry, and lists of imported engineering articles have been compiled from information supplied by merchants, trade associations, and others. The lists embrace hundreds of articles, ranging from the biggest engineering tools down to the smallest accessories.

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Had it not been for the explosion at New Waterford last July the fiscal year, ending Sept. 1917, would have fewer accidents to its debit than any year of the past decade. The number of, what may be termed, individual fatalities, numbered twenty.

C. continued on page 12.