

## AROUND THE COLLIERIES.

A big railway in the U. S. is hauling coal a distance of close on 500 miles for 98 cents a ton, or say a fifth of a cent per ton per mile. That is not an unusual rate in the U. S.

Owing to off days and election excitement the output of the Dominion Coal Co. was not as large in September as in August, but the shipments for the month are satisfactory, on the whole.

The output of the Drummond colliery keeps very steady, but is scarcely sufficient for the demand. The new engine house is being rapidly built and with additional hoisting power the output will be increased.

A new slope, Sydney No. 6, is being sunk by the Nova Scotia Steel & Coal Co. at Point Aconi. The seam here is supposedly the same as at Floyds Cove, only of better appearance and of more height. The coal is six feet thick, a nice thickness for economical working.

It is asserted that the contract for building a railway from Sunny Brae to Country Harbor has been let. This means a shipping port for Pictou coal on the Atlantic sea-board. The railway from Ferrona to Sunny Brae was taken over from the Nova Scotia Steel & Coal Co. on the 18th. of September, which gives further assurance of the completion of the long talked of railway from Stellarton to the Atlantic.

In the number of fatal accidents in the Dominion for the month of August mining comes out of it fairly well. The fatal accidents on railways were 23. Navigation 20; Building Trades 12; General Transport 8; Metal Trades 6; Agriculture 5; Lumbering 4; and Mining 3. Of course it is impossible to say which is the most hazardous profession or employment, as no indication is given of the numbers employed in the several trades.

H. B. Greening, who has been Managing Director of the B. Greening Wire Co. for the last twelve months, has been appointed President in place of his father, the late Mr. S. O. Greening. The Board of Directors at the present is composed of H. B. Greening, Pres. John Maw, Supt. and R. H. Merriman, Secy. and N. S. Braden. Mr. F. J. Maw is a son of John Maw who was Superintendent from the Incorporation of the Company 1889 until a few years ago when he retired from active management.

Messrs. Kissen, Engineer in chief, Guher, chief district engineer, and Notebairt of the Acadia Coal Co. were in Cape Breton last week and paid a visit to the collieries of the Dominion Coal Co. They were highly pleased with all they saw and expressed surprise at the facilities for production of coal. One of the C. B. papers has it that the visitors said it was 'wonderful.' Of course the word was applied, not to everything that the visitors saw, but to the arrangements for handling the coal. Interchange of visits would be helpful all round.

The I. R. C. time table changes on 29th. inst., particulars next issue.

The firm name of the Canada Wire Goods Mfg. Co. has been changed to Canada Wire & Iron Goods Co., Hamilton, particulars of which will appear next issue.

It is said that work at Thorburn is impeded by the inability with the present equipment to keep the pit as free from water as desirable. The wet weather of late has given the pumps, or the pipes, more than they can accomplish.

The Acadia Coal Co., in order to be in the fashion, has secured fifty thirty ton cars. These cars are all right when steamers are to be loaded and sent off in a hurry, but are not so suitable for loading smaller craft, as to move them requires the services of a locomotive. The thirty ton and fifteen ton cars which the I. C. R. are now using instead of the old six ton hoppers are not a poor man's car. In towns where there are coal yards the disuse of the six ton hoppers may not be a serious loss, but it is different in the villages and settlements along the line of railway where fifteen tons of coal at a time is too much for a purchaser's requirements.

The only thing now to do is for one or two neighbors to club together and get a big car and this does not work out at all times to advantage.

The Stellarton Round House Committee who will have the dispensing of patronage on the Stellarton Division of the I. C. R. under the new government, informally and semi-officially inspected the various repair shops last Saturday. The committee was accompanied by Mr. Bell, president of patronage. It is reported that the committee were not overly well pleased with the state of affairs. Things looked as if they were left to arrange themselves, or in other words jumbled up. The committee is severe in its strictures on the addition to the machine shop. It is declared to be a badly planned structure. There will be no immediate removals from the staff. Ample time will be given a few to put their house in order. Of course this is regrettable but it is the way of politics.

### THE TECHNICAL SCHOOLS.

A meeting in the interest of the Technical Schools was held in Stellarton on Monday evening last. There was a gratifying attendance of young men and boys, the latter attracted to large extent by the 'knowledge' that 'pictures' were to be shown. They saw the pictures and got a lot of excellent advice to the bargain. The Technical College was represented by Professor Sexton; the schools by Instructor McKenzie; the mining fraternity by Harry Coll; engineering by Mr. Reynolds, and ordinary people by Mr. Drummond. The miners were well represented.

Prof. Sexton presided, and first of all exhibited his