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## MINING.

**MOOSELANDS.**—Mr. H. Y. Stenshorn has on exhibition in the window of M. S. Brown, the well-known Granville street jeweller, some fine specimens of quartz taken from a property in which he is interested at Mooselands. After months of unwearying toil it would now appear that Mr. Stenshorn has at last found the rich lead he has so long been searching for. If energy and enterprise can win success, Mr. Stenshorn is worthy of it, and we must congratulate him on his fine prospects.

In an article on the Russian crude oil pipe line scheme, which was to carry crude oil from Baku to Batoum on the Black Sea, and there refine it, and which has collapsed for the present, the *London Engineering* says:—“Meanwhile the question may be pertinently put why English capitalists, who can combine to take up a Russian scheme that would have involved an outlay of two millions sterling, cannot do a little to open up the oilfields of their own empire. In Canada, as Mr. Marvin recently showed in his ‘Coming Oil Age,’ there are deposits transcending in area any that the Russians or Americans possess, yet nothing is being done to develop them. It is really lamentable, after all that has been written by able scientists on the potentialities of the petroleum fields belonging to England, that enterprise and capital should hold aloof from an industry which in the United States has achieved amazing developments and given Russia a revenue of nearly a million sterling a year. For date-coffee, toy sewing machines, and other bubbles, hundreds of thousands of pounds can be frantically forced upon company promoters by a public that is quite impervious to the merits of petroleum. Yet petroleum has its romantic as well as its sober side, and many a fortune has been made out of a single oil well.” We are glad to see this spirit shewing itself in the leading English papers, scientific and financial. A few weeks ago the *Financial News* of London, a prominent financial journal, had a leading article on Canada as a field for investments. If English capital and enterprise could be induced to come to Canada and open up our wonderful resources it would aid immensely in binding the Empire together and bringing about the hope of all true subjects of our Queen, closer Imperial relations. It is with a conviction of the importance both to England and Canada of making the former acquainted with these resources that we have urged the bringing of the members of the Iron and Steel Institute here next year.

**A TALK WITH COAL MEN.**—The interprovincial trade of Canada is at all times a subject of paramount interest to the Dominion. A talk with the leading coal dealers of this city to-day brought out the fact that although the importation of coal into this Province from Nova Scotia by water transportation may not be as extensive as last year, yet it is not expected that the falling off will be anything to indicate that the impetus given to the trade by the imposition of a duty on American coal a few years since has been in any marked degree lessened. It must be remembered that by figures given in this column at the close of navigation last fall, it was shown that 1888 was an unprecedentedly successful year for the black diamonds, and even if the figures be a little less for 1889 we have no reason to complain.

In 1887 the Cape Breton mines sent 277,709 tons of coal to this port, while the importation from Pictou the same year amounted to 64,191, making a total for the season of 341,900 tons. Last year exceeded 1887 by 20,470 tons, and as before estimated, surpassed any previous record.

Cape Breton forwarded 288,391 tons up the St. Lawrence, while the Pictou county mines sent us 76,979 tons. In order, however, to give the readers of the Empire an idea of the extent of the present season's work, it may be stated that the following are the steamers, with the registered tonnage and the names of the firms chartering them, which are now continually at work.

Intercolonial Coal Co.—Steamer *Cape Clear*, 950 tons; *Black Prince*, 958.

Kingman, Brown & Co.—Steamers *Cacouna*, 931; *Bonavista*, 866; *Coban*, 639; *Trojan*, 1,071.

Carbray, Routh & Co.—Steamers *Bratsberg*, 1,000; *Danish Prince*, 1,044.

J. & R. McLea.—Steamers *Geo. Clarkson*, 980; *Dedington*, 1,070.

Hy. Dobell & Co.—Steamers *Polino*, 524; *Grallands*, 703; *Ashbro*, 743; *Smeaton Tower*, 902.

Wm. Muir & Sons.—Steamers *Sir Francis Drake*, 1004; *Mauldin*, 1,234; *Edmondsley*, 980; *Tropic*, 1006.

F. C. Henshaw.—Steamers *Edinburgh*, 1,103; *Invermay*, 952.

It must also be remarked that a great many transient steamers call for coal at the Nova Scotia ports and come to Montreal, the same not being regularly in the trade. There are likewise quite a number coming to Quebec.

The Grand Trunk last year purchased somewhere near 60,000 tons from the Pictou and Cape Breton mines, that quantity being brought to this port by water, and which will have to be deducted from the imports this season. This company has not bought a pound from the above-named coal districts this year, and of course this is the main cause of the alleged diminished traffic, especially from Pictou, where the Grand Trunk generally purchased more largely than at the different Cape Breton mines. In the first place the railway in question has a good quantity of last year's supply on hand, owing to the mildness of the winter season, and without doubt this had a great deal to do with the dullness of the spring trade in coal, both in Canada and the United States. On the other hand, the Grand Trunk people have been securing a good deal of coal from Western Pennsylvania, over the latest connection that has been made by the Canadian system with the Rome and Watertown line at Massena Springs, New York State, the opening of which was noticed in the *Empire* a few weeks ago. One coal agent observed, however, this morning that he thought large consumers were making a mistake in holding back, as there would certainly not be sufficient tonnage in the