

MINING RECORD

ments put forward only measures which may add to their popularity. If the present Liberal British government were possessed of that spirit, The Asquith government never have seen the light. Right regardless of consequences, Mr. Churchill, declared his readiness to work for a system of national insurance even if it were a little unpopular at first and involved a temporary exclusion from power. That touch of the old heroic spirit audience realised what the speaker meant, that here was a work worth doing at all costs, and without thought of whether it would gain or lose votes, they rose and cheered like men possessed. It was perhaps the most inspiring moment in the meeting.

Mark Workman who is the biggest holder of Dominion Steel stock says the company has equity, on ore of the Nova Scotia Steel & Coal Cos. ore body alone is 10 to 20 times more than Mr. Drummond in his letter to the Star a few months ago figured it out to be. The great pity of it is that the Nova Scotia Steel company boost. Scotia shares would be considered by the public invaluable if among the N. S. S. directors there was one with half the imagination of Mr. Workman. It is said an imaginative person can never be a bigot for he can imagine what he might do if in the other's place. Mr. Workman can size up the situation admirably for he can put himself in the ore body's place.

It is safe to say that no previous British budget has caused so much criticism, as this of Lloyd George. It is called many hard names, such as the robber budget. It has also, sympathetically as some declare a Dreadnaught budget, but it is at the same time a Social Reform budget. Were it not for the Old Age Pension scheme, and the proposed system of Labor Exchanges and the prominent would not require to make provisions for so heavy an expenditure. As time moves on the 'social' aspects of the budget will be more clearly recognized and win the approval of the masses, though the classes may still look upon the whole budget as wholesale robbery.

It has not come as yet to this in C. B. :-
"The Lisbon papers a few days ago published details of an extraordinary tragedy which occurred in a mine at Arrada, in Spain. It appears that sixty miners, belonging in almost equal numbers to two rival workmen's associations, entered into a hot dispute with regard to labor questions. The quarrel speedily developed into a free fight. Whilst the struggle was in progress one of the combatants, who was a shot-firer, accidentally dropped a dynamite cartridge, which exploded with such violence that the roof and walls of the mine collapsed and buried the whole of the men. A rescue party succeeded in getting out five of the men alive."

THE NOVA SCOTIA EASTERN RAILWAY.

The Dartmouth Patriot's Hopeful View.

Again an attempt is being made to construct what is generally known as the Musquodoboit Railway. A number of New York capitalists in company with J. B. Bertram of Toronto and A. K. Kirkpatrick of Kingston, Ontario, have been here and have had a number of interviews with the government, respecting the building of the road.

The Patriot has not been able to ascertain the exact status of affairs or how far negotiations have proceeded, but those who claim to be in a position to know say the deal will certainly be consummated within a reasonable time.

There is no doubt Premier Murray is putting forth every reasonable effort to implement his promise made some time since to build the road. The financial stringency which struck America some two years ago, made it impossible at this time to make headway. Money could not be secured except at tremendous cost and the time was altogether unfavorable for the floating of large undertakings involving as this does, several millions of dollars. Now, however, conditions are much more favorable. For some time Premier Murray has been giving a large share of his time to the building of this road, with excellent prospects of success.

It is understood that the belief is held among railway men, that there will not be sufficient local traffic along the line to pay operating expenses, unless the traffic is supplemented with the addition of important local industries to be established. These are to be included in the undertaking. It is well known that it is one thing to build a road, but another thing to have it successfully operated. There must be sufficient traffic in sight or to be created to pay operating expenses, or a road will never be built. Therein is the difficulty in the present case. Industries have to be created to provide the necessary traffic. The present arrangement provides for that contingent. If therefore the road is built the undertaking will mean a great deal to the county, for it will mean a vast increase in industrial activity along several lines.

A number of industries will be started. Water powers, now dormant, will be developed and industrial concerns will be started at various points along the line. This in brief is the general outline of what is proposed.

It is understood, the gentlemen who were here, not only from the United States and Ontario, but from Montreal together with local men of wealth, are well satisfied with the proposals placed before them, and it is hoped that a contract will be signed in the course of a few days or weeks at the longest. It is to be hoped in the interests of the county and Dartmouth that the outcome will be what all hope, and that the railway will soon be under construction.

Mr. Richardson, manager of the North Atlantic Collieries Co., paid a visit to Dom. No. Colliery. He was impressed greatly by all that he saw, but particularly was he surprised and delighted at the appearance of the Phelan seam. The Phelan is a flawless seam in his opinion, good pavement, good coal from top to bottom, free from faults.