

MARITIME MINING RECORD.

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AROUND THE C. B. COLLIERIES.

—NORTH AND SOUTH.—

Visits at short intervals are necessary if one is to keep well informed on what is transpiring at the collieries in the province, in the matters of development, installation of improved machinery and what are termed modern appliances. This opinion, at any rate, was made the excuse for a hurried trip to Cape Breton, when the thermometer at Stellarton stood at 93 in the shade.

At Sydney the RECORD representative met Mr. F. W. Gray, chief clerk of the Dominion Coal Co. and special correspondent of the Mining Journal, and between them they hatched a plot to go over to Sydney Mines the following day and beard Tom Brown, the leading lion of the Scotia Coal Co., in his den. Curiously Mr. Gray had never visited Sydney Mines and thought the opportunity of the RECORD man's escort too good a thing to be lightly thrown away. At North Sydney, by good chance, they met Mr. Brown on his way to inspect a new McKay motor, whose delivery he had been expecting for two months or more. Besides 'do it now', 'A little better every day', Tom has, as a third maxim 'Business before pleasure', and therefore it is that the pleasure of inspecting the auto, was delayed for a few hours.

When the tram arrived at the 'Scotia' store it was suggested that as the Review correspondent had never seen just such another, an inspection was in order. Agreed to. Of the 'Scotia' store little need now be said, as its fame is reaching over the length and breadth of the land. It is certainly well stocked and well ordered. 'System' is written large on each one of the many departments. Time was when 'pluck me' and other opprobrious epithets were hurled at the store, but all that is changed now, and the mine workers, were it put to a vote, would hold both hands up for a continuance of that which fifteen years ago, they sought by legislation to suppress. Since, at the request of the workers, the company consented to bring in regularly, supplies of fresh meats, and sell at lowest possible price, the store has grown mightily in favor. The great success of this action on the part of the company is its complete justification. And here it may be fitting to moralize for a minute. Undoubtedly much of the present unrest among workers, the world over, is traceable to the high cost of living. The proprietor of a large boarding house and workmen's hotel, in going over the prices now paid for provisions,

incidentally remarked that he could not for the life of him see how the poorer paid workers at our collieries managed to make both ends meet; and when one thinks of butter at forty cents, as in Sydney, potatoes counted cheap at seventy cents, and ham at twenty-two cents, he also begins to wonder how they do it. If the high prices are due to any extent to the action of middlemen, it may be the imperative duty of the coal companies, in their own as much as in their employees' interests, to step in and have the middlemen dispensed with. Poorly fed, and thereby discontented, workmen are loss and not gain to any industrial concern.

At the company's office General Manager Cantley was found in his shirt sleeves, having, early as it was, performed a good day's work.

The first object the visitors were invited to inspect was the Rescue Car. The RECORD representative not being quite so enthusiastic in the matter of cure as of prevention, and not having so complacent a faith, as some, in the merits of the apparatus, suggested that Mr. Gray, an enthusiast, accompany Mr. Brown on a tour of inspection. You see he imagined—foolishly imagined, no doubt—that alone with Mr. Cantley he might successfully undertake the difficult operation of drawing out of the General Manager some parts of the company's plan of future activities. Tom Brown, however, in this as in other things, was obstinate. He said, "You must come, the car is one of our 'pieces de resistance'." Goodness! that settled it; it was the first time Tom Brown was ever known to use a glib quotation, and one hated to confess he was not quite positive as to its meaning. The phrase brought the four—the General Manager included, who ought to know Tom by this time—instantly to their feet and impelled them hurriedly car wards.

Let confession here be made that dearly as one prizes an earnest talk with the General Manager, it would not have fully compensated for the loss of an inspection of the car. The car is of the same proportions as an ordinary railway passenger carriage, outwardly it may be taken for one. The difference is in the interior arrangements, and they are wonderfully interesting. The car has three main compartments, one with cushioned seats for fourteen or more rescue men or fire fighters, in transit; one for the rescue apparatus, and first aid adjuncts, and the third for the necessities to fight fires on surface. There are hung around the walls of the mid-section a full complement of Draeger Apparatus. These, everything included, weigh forty pounds. The writer wished to be equipped with one, but Mr. Brown was cool enough to say that there was none to fit so small a head. They were for big men and weighed forty pounds. Well, then, the 'pulmotor' is not too big. The action of this instrument was explained. A rubber shield, connected by a tube with the battery, is placed over mouth and nose and kept by straps tightly in place. A button sets a little electrically driven machine in operation. First a movement to one side causing inhalation, then to the other side for exhalation, and so on. One, in endeavoring to resuscitate a person might soon grow weary of the endeavor owing to much mental and bodily strain. But efforts to restore life may not be soon abandoned with this machine as it does the work effectively unaided. In applying the pulmotor the one thing necessary is to draw the patients' tongue outside the mouth-piece, otherwise he might choke. In the car are all known requisites for res-