

Read carefully over again the prices obtained for your product and compare them with the prices obtained in B. C., where the men are well organized, and as a result their wages are from 50 to 75 per cent, higher than yours.

You will notice that the British Columbia prices are the rates obtained at the mines. If you deduct the cost of shipping from Glace Bay to Montreal from the Montreal wholesaler's rates, the result will be the price obtained at the mines in Glace Bay.

During the late coal conspiracy trial held in Halifax, the Dominion Coal Company's sales agent, on his oath, said that it cost that company, in the month of September, 1909, \$1.28 per ton to ship coal from Glace Bay to Halifax. Official after official of the coal companies got on the stand in that case and swore that one of the reasons the price of coal was higher in Halifax than Montreal was because it cost more to ship coal there than to Montreal on account of the better facilities at Montreal for handling coal. But let us grant that it costs as much to ship coal to Montreal as it does to Halifax, and deduct \$1.28 from the average given by the Montreal wholesaler in the year 1901, and it will follow that the Dominion Coal Co. was receiving at the mine that year \$2.21, or 43 cents more for their coal than the Crow's Nest Pass Coal Company, who was paying far higher wages.

Take notice first of all that the prices given in Montreal are not the shippers' but the wholesale merchants' prices. And notice also that Mr. McLachlan in his utter unfamiliarity with the trade, assumes that the only difference between the f. o. b. price and the price delivered is that of freight. Did this leader of men ever hear of Trinity dues or Sisk Mariner's Fund, or pilotage or discharging, or wharfage or the numerous other little things that swell costs of transportation. Does he know that wholesale merchants are not allowed to make a dumping ground of the Montreal wharves, and that they must cart it to their yards at a cost of from thirty to fifty cents a ton, and did he ever hear tell of a wholesale merchant who did not claim to be entitled to some little profit, say ten cents a ton. We have figures to show that the little charges on a cargo of coal to Montreal, exclusive of the hire of the steamer, equaled fifty cents a ton, and neither cartage nor wholesale dealers' profits included. Taking Mr. McLachlan's formula as a guide, 50 cents added to freight \$1.28 equal to \$1.78 deducted from \$3.49 and we have the Nova Scotia price seven cents lower than the B. C. price. In fairness we must add cartage to the wholesaler's yard, and the dealers' profits, both combined, at least forty cents and we have the Nova Scotia price forty-seven cents less than that of B. C. If Mr. McLachlan exercises due diligence he may find out something as to costs of transportation that he never dreamed of.

To what we have written it may be retorted, "But Mr. Dicks' \$1.28 included all transportation charges." Very well, let that be assumed. Mr. Dicks' figures, for certain, did not include cartage nor profit, nor indeed any of the charges after discharging, expenses consequent on the coal having been sold, delivered. These expenses may be put down at 55 cents. Add this to \$1.28 and we have \$1.83, which deducted from the 1901 price gives \$1.06 as the price realized by the N. S. shippers as against \$1.78 received by the B. C. opera-

tors.

Let the matter be put still plainer so that in one or other of its aspects it may come within the comprehension of the none too bright would be righter of wrongs. His friend, Mr. Milner, with whom he was chummy—sub rosa—during the coal conspiracy trial in Halifax, has time and again asserted that the price of the coal sold to the big railways was in the vicinity of, or was actually, \$2.90 a ton. These railways are, by far, the largest customers of the Dominion Coal Co., the company, which above all other things, causes the emancipator to travail and groan. From Mr. Milner's figures, \$2.90, let \$1.28 transportation charges, and thirty-five cents staff and incidental charges be deducted, and the remainder is \$1.63, which deducted from \$2.90 leaves \$1.27 as the f. o. b. price received by the Dominion Coal Co., as against \$1.78 received by the Crow's Nest Co., a difference of 51 cents. If the Dominion Coal Co. could get the Crow's Nest Pass price, it could afford to pay the high rates quoted as paid in B. C. Of course Mr. Milner's figures are incorrect. He was quoted so that it might be made clear that certain would be authorities in Halifax or in Glace Bay scarcely know the a b c of the coal question.

DEFAMING NOVA SCOTIA AND HER MINERS.

The old saying has it "Put a beggar on horseback and he will ride to —", where a correspondent of the Mine Workers Journal is fast hurrying. It is really pitiful to see a man, who has afforded facilities in Nova Scotia to emerge from the degradation and squalor in which his lot was cast in another country, turn round and vilify the agency through which help and material prosperity came to him. In the United Mine Workers Journal such an one thus vilifies the miners and mine bosses of Nova Scotia:

"Low wages, debt in the company's store, and because of these never a cent coming out of the pay office is the lot of hundreds of mine workers in Nova Scotia. Every miners' meeting, whether P. W. A. or U. M. W. of A. is deluged continually with solicitations for help from the unprovided human wrecks of the coal mines. The mine workers of this province are not only unable to provide themselves with the current necessities of life, but if they would hold their miserable jobs they must learn to keep their mouths shut at the dictates of the boss. The man who has the pluck to stand up among his fellows and advocate any trade union not approved of by his employer shall do so at the peril of having sentence of death by starvation passed upon him and his family. Our 'captains of industry' who never tire in their hypocritical ravings about 'individual initiative' demand that their every employee shall be docile, obedient and tractable to all their wishes, especially in regard to trade union matters. Bend or break is the doom of every manly man employed in or around the mines.

The insatiable greed for dividends is grinding the manhood out of the Nova Scotia mine workers and has forced their wages away below that of any other of their class who make any pretence to organized effort on this sentiment. This little article is written to show them how they are robbed in order to provide large profits for

Continued on page 14