

### American Enterprise in the Nova Scotian Coal Fields.

A correspondent of the *London Colliery Guardian* writes as follows in that paper regarding the coal-mining industry in Nova Scotia: "During this past week several announcements have been to the effect that American capitalists have acquired control of the collieries of Nova Scotia—lately described in these columns. As a matter of fact, this has been pending for some time. The semi alarmist character attached to some of these announcements is misleading, and excites some mistrust of the insight into surrounding circumstances which press correspondents are supposed to possess, especially as no mention is made of the fact that in purchasing the Canadian collieries the New England consumers have at length procured a source of supply for their 16,000 factories, independent of the capricious exactious of Pennsylvanian, Virginian, and Maryland producers and carriers. The rapid growth of the coal and iron industries of the south, and the more general distribution of centres of production over the States of the American Union have rendered some such independent source of supply absolutely indispensable to the north, if she is to hold her ground at all. Formerly, coal, iron ore and all the allied raw materials were carried into New England as a matter of common usage, and manufactured into various articles for distribution all over America. In the natural order of things, however, this could not continue; manufacturing industries are now conducted where neighboring and cheap supplies of raw material are obtainable, and from being the foremost manufacturing State, Massachusetts has declined to third among the states of the Union. Notwithstanding this severe blow, many of the industries of the state have still survived, but of late, the ever-growing pressure of keen competition, allied to the severe transit and material monopolies of the south, have operated most heavily against the obstinate success of the north. The expression "obstinate success" is used advisedly, for sheer obstancy has alone enabled the the Northern States, far from all supply and surrounded by every possible impediment, to retain sufficient prestige to make Massachusetts a household word among 60,000,000 people, as a manufacturer of cotton, woollen, and other useful articles. This State, containing 238 inhabitants per mile, annually consumes £80,000,000 worth of raw material, nearly all of which is imported from her sister States, and in all this possesses no available deposits of native raw material nearer than that of her jealous and sometimes unscrupulous rivals. The principal parts in the rival States from which her supplies are drawn are distant from Boston as follows: New York, 292 miles; Philadelphia, 480; Norfolk and Newport, 620; Baltimore, 880; or an average distance of 550 miles; but to this must be added the distance from the mines to the above ports, such as 250 and 335 miles from Clearfield to Philadelphia and New York respectively, and 290 and 196 miles from the Cumberland mines of Maryland to Philadelphia and Baltimore respectively; so that Massachusetts has to purchase all her raw material, plus this land and sea transport,

both of which are subject to the enormous extortions of monopolists. As on coal alone the consequent loss to the New England States is estimated at £1,000,000 sterling per annum, it is not at all surprising that the northern manufacturers and coal or iron consumers should have long meditated a *coup de main* in Nova Scotia, which is the only country so situated geographically as to be able to come into competition with the south. In Nova Scotia, unlike the latter districts no very pronounced or vexatious monopolies or combines, either in mines or transit arrangements, hamper the cheap getting of raw material. The mines especially in Cape Breton Island, notably at Cow Bay, Glace Bay, or Mira Bay, are actually on the coast, close to fine harbors, and are operated with exceptional ease and economy, being also capable of development to a sufficient degree to meet the annual consumption of the New England States, which is now set at 1,000,000 tons. As long as the Harrison government remained in power, however, Pennsylvania and the south succeeded in upholding the duty on Canadian coal and held the New England Democrats in check, quashing every petition to Congress, notably that of the autumn of 1891, which called for free coal, iron ore and coke, backed as it was by 237 of the leading directors and managers of New England iron making establishments. Consequently all attempts to place Nova Scotian coal properties on the Boston market during the Harrison tenure have proved fruitless until the present time. Now that the vested interests of the south have suffered a reverse in the defeat of General Harrison, a modification of the coal duties looms sufficiently near to tempt the northern consumers into a consummation of their long-cherished plans, and the collieries have been bought. That these purely commercial arrangements imply anything like a gigantic monopoly of North American coal from Labrador to the Gulf of Mexico is, of course, as impossible as untrue. It is most likely that the lion of Pennsylvania will lie down with the lamb of Massachusetts, and as far as the latter is concerned it is equally impossible that Boston or New York, by the mere acquisition of the Nova Scotian collieries, could control the Canadian coalfields, for irrespective of the wealthy and unexploited coal areas of New Brunswick and Western Cape Breton, vast areas of the undeveloped Nova Scotian coalfields proper will be outside the new syndicate's control.

### The C. P. R. in England.

An invaluable work in the interests of immigration to the Canadian Northwest from England is being done by the Canadian Pacific Railway Company with its exhibition car. This car was first started out in September 1891, filled with exhibits of the products of Western Canada, to tour through rural England under the charge of J. J. Haslett, and it has been going pretty steadily ever since. Its most recent work has been done in the rural districts of Kent, Norfolk, Suffolk, Essex, Derby, Lincoln, Nottingham, York and Lancaster. The car is well stocked with literature descriptive of Canada, and especially the western portion of it, and to show how much this feature is ap-

preciated, Mr. Haslett says he has received and responded to upwards of 120,000 applications for these publications.

Mr. Haslett speaks very hopefully of the immigration outlook of Canada. Of his own work and its fruits he said in a recent interview:—"Our efforts with the car, especially in the eastern counties, are bearing excellent fruit; but one car cannot do much to cover so immense a field as all agricultural England, not to speak of Scotland and parts of Ireland, where good work might be done. It is as a drop in the ocean. You see, we often find that the second and even the third visit to a market town is the visit that bears most fruit. At first sight of the car the farmer is a bit suspicious. He leaves you to do all the talking. But the next time you appear in the market place up he comes with an expression as near akin to a smile as the typical English farmer is capable of; and it is, 'Well, back again!' and then he does most of the talking, and puts a string of questions, all showing that he has read our publications to some profit. So, you see, it is little good to try to rush this kind of work through in a day. You want to encourage confidence in the truth of what you say, and encourage inquiry, and when once inquiry is made, the advantages of prairie farming, appeal too strongly to be resisted by the heavy-rented, heavily-taxed, and competition-ridden English agriculturist. A splendid type of emigrants have gone out from agricultural England to the Northwest in the past two seasons—emigrants of whom any land may be proud; and they will do well, too."

### The Coal of Western Canada.

A writer in *The Colliery Guardian*, of London, England, describes in an article entitled "Notes on the Region of Eternal Coal," the coal resources of Western Canada, especially of the Rocky Mountain district. A perusal of this article would be an education to most Canadians in regard to the extent and value of these coal deposits. Following is the concluding portion of the article, it is well worth reading:

"It is unconstructive to discuss the utility of these Northwestern anthracites, for such would suggest that some latent doubt of their present comparatively enormous economical advantage remains. In the highest sense they are invaluable and even as Eastern Canada is to be complimented upon the possession of the sole workable deposits of bituminous coal upon the gigantic eastern seaboard of North America, so the Hinterland must be recognized as the present and future purveyor of invaluable anthracites for the equal gigantic Pacific seaboard from 'Frisco to Behring sea.'

In conclusion, I have to remark that the indefatigable researches of the Canadian Geographical Survey have now demonstrated that very extensive deposits of bituminous coal actually exists in the mountains as well as in the plains. This is notably the case in the famous Crows Nest Pass, 1,200 ft. above the trail, on a ridge of the mountains, from which a number of spurs, with deep intervening gullies, descend abruptly to the trail, and in which and on the intervening ridges a wonderful series of coal seams is disclosed, one above the other, in excellent order. No exact measurement have been taken so far, for which reason it is necessary to note that some of the seams given below may actually be some of the upper ones repeated by folds of the strata or ordinary faults, but the actual out-