serious and disappointing as these failures and drawbacks have been to the management, curtailing their supply of coal available for shipment and preventing them from taking advantage to the full of the demand for provincial coal in the States caused by the recent labor troubles there, the difficulties met with are of a kind that time and experience can remedy. At least we earnestly hope so. We saw nothing in our recent visit to warrant the fear that the mistakes that have undoubtedly been made are more than temporary in their consequences. On the contrary many difficulties had by that time been surmounted, and the general situation seemed to us to be healthy, and full of hope and promise. The new developments are good and sound in principal, and experience will no doubt, soon remedy their defects in detail.

Such then, briefly, has been the history of the rise and progress of the Dominion Coal Co. What it is destined to become, who can say? It is as yet but in its infancy, and its enemies, whose prophecies of a grinding monopoly and other attendant evils, have so far been falsified, bid us wait and see what a hydra-headed monster of tyranny it will yet develop into. It may safely be predicted that with its ample means and far-reaching influence, the Company will develop the coal business of Cape Breton within a year or two, to an extent, compared with which the old condition of affairs might be termed stagnation. Whether it will accomplish all that has been promised for it, is of course more problematical. The present crisis at Washington has been fraught with the greatest importance for those interested in the new developments in Cape Breton, and should the duty on coal be removed from the American tariff, there would appear to be no reason why, with Louisburg equipped, as it shortly will be, for shipping coal, a large and profitable trade with the eastern sea board of America should not be built up, side by side with the increasing business the company already enjoys within the limits of the Dominion.

To touch for a moment upon the evils that were foretold as the inevitable result of the Company's occupancy of the Cape Breton coal fields, the management, we hold, deserve to be congratulated upon the moderation and forbearance with which their reign has been inaugurated. That there have been individual cases of disappointment and heart-burning may be true; it was not to be expected that a turnover of so revolutionary a character could be made without them. But outside of these, any changes that have taken place, have, we imagine, been beneficial to those affected. The laborers in and around the mines have as much work as they ever had, in fact, judging by recent complaints of a falling off in the output of coal, more than they want, and the prospect in the near future of steadier employment the year round than they ever enjoyed under the old regime. Viewing the situation from the standpoint of the general public, we are not aware that any attempt has been made to unduly force up the price of coal, nor do we believe that the company's policy contemplates any move in this direction. Perhaps those interested in the coasting trade, which until recently, has been such an important business in Nova Scotia, can present a better *prima facie* case than any other body of men, against the new order of things, for they can no doubt complain with truth that they are being squeezed out of existence, but, in justice, it must be remembered that the decadence of this trade had set in long before the idea of the Dominion Coal Co. had been conceived. We cherish the confident belief that as long as men like Mr. Whitney control the Company's policy, so long will that policy be wise and moderate. It has been claimed for Mr. Whitney that his speculations have invariably been of a kind to bring not only profit to himself, and his associates, but also, benefits to the community at large, and he may be counted upon never to initiate or sanction any line of action in his business to which the epithets "grasping" or "arbitrary" can be applied. The people of Nova Scotia, and especially those whose homes are within the territory dominated by the Dominion Coal Co., can be congratulated upon the fact that the enormous powers possessed by that corporation, are in the hands of a man of his character. So long as they rest there we can feel assured that the progress of the coal trade of Cape Breton will be marked by no harsh or arbitrary treatment of those who directly or indirectly depend upon the company for their livelihood and comfort.

The Memramcook Fiasco.

During the past month many of our subscribers will have read more or less of the collapse of work on the property of the Memramcook Gold Mining Co. Ltd., in New Brunswick, a corporation which, from the local papers, was soon to pay cent per cent dividends. The moral of the whole fiasco is so important, especially as to the manner in which the property was floated and equipped, that THE REVIEW deems it expedient to review the progressive stages of the undertaking. Its history, briefly stated, is as follows: In the fall of 1892, following closely upon the excitement occasioned for a very brief period by the Brookfield conglomerates in Nova Scotia, came rumors of the existence near Memramcook, New Brunswick, of extensive beds of auriferous cement or conglomerate. This conglomerate occurred or was exposed in a cutting made by the Intercolonial Railway for ballast. So-called "mortar tests" were reported as yielding several dollars per ton, by which rumors, attention was drawn to the property, and one J. B. Neilly, a merchant of Halifax, interested himself in getting a commercial test made of the material. In January, 1893, Mr. Neilly shipped a car load of material, supposed to have come from this railway cutting, to one of the best custom mills in Nova Scotia, viz., the Oldham mill. From this car load was obtained a yield of $1.50 per ton by the stamp mill process.

Correspondence ensued between Mr. Neilly and Mr. Hardman, the manager of the Oldham Gold Co., in which it was made clear that the test was accurately and carefully made and that $1.50 of gold existed in each ton of that particular material composing the car load. Further, Mr. Hardman's personal opinion to Mr. Neilly was that although getting $1.50 per ton from the sample sent, yet the deposit was not of economic value at that rate of yield, and could not be made a profitable investment. Mr. Neilly then considered (he has said) Mr. Hardman to be the highest authority in his line in Nova Scotia.

Notwithstanding this expert opinion and advice Mr. Neilly at once issued a prospectus based on this yield of $1.50 per ton, which prospectus contained most ridiculous estimates of the cost of working the deposit, and of the margin of profit sure to be obtained. This prospectus was signed by the provisional directors of the company, (which had been incorporated in New Brunswick), some of whom were men of standing in finance and in politics, particularly so in Nova Scotia.

By the use of these names as directors tone was given to the enterprise, and many people were influenced to buy shares in the company, in the faith that these prominent men would not have endorsed the prospectus unless the scheme had been investigated by them and approved.

It is a question in Canada as to how far such directors are responsible; English law makes such officials personally financially responsible for statements issued over their signatures. It is the conviction of THE REVIEW that the sooner this is made the law in Canada the better for legitimate mining.

Once the prospectus was issued an agreement was promulgated by Mr. Neilly under which stock of the par value of $1 was sold by him for 17½ cents, for the avowed purpose of erecting at first ten stamps for a testing mill, and secondly, to provide for the erection of forty additional stamps should the tests prove favorable. The bait was swallowed and for a time small lots of stock were sold rapidly to people who imagined the endorsement of the prospectus by some leading men of Halifax as directors, was a guarantee of genuine value.

The plant of the Coldstream Mining Co. (which included a 50 stamp mill and appliances) erected on another conglomerate bubble at Gays River, N.S., which had burst, was purchased by Mr. Neilly for about $5,000. Ten of these stamps were at once removed to Memramcook, and in July a 50 ton lot was milled which yielded *no gold*; the amalgamator was replaced by another and a 43 ton lot was milled, again yielding *no gold*. A third and skilful amalgamator was employed, who crushed four (4) lots of 25 tons each, obtaining, as the average of the 100 tons milled, a yield of $1.94 per ton. The gold obtained from this