

ground men. It is within the mark to say that 95 per cent. of the enlistments from the collieries have been from among the men who work at the coal face, from among the drivers and haulage men, the mine officials and other underground workers, and that the enlistments from surface workers are so small as to be negligible by comparison with the underground workers.

Great Britain does not import a pound of coal, and she is yet the world's greatest coal exporter, although not the greatest producer of coal. This goes a long way towards explaining why "the folks at home" are able to keep up the financial end of this war. But here in Canada, we do import coal, we import more than we mine, and if things go on at the present rate we look like importing very much more than ever before. That is to say, we are going to send Canadian money out of the country to buy American coal, and thereby set up an adverse trade balance against ourselves, and at the same time allow our own coal industry to languish and decline.

One would have supposed that the first care of an intelligent Government would be to increase production of all raw materials in the country, and particularly to aid those two persons who are our chief producers of basic materials, namely, the farmer and the miner.

What is coal chiefly being used for to-day in Eastern Canada? Everybody knows. It is being used in the manufacture of munitions, the operation of railroads carrying and assembling said munitions, and the conveyance of troops from training camps to the battle-front. We make shells in Canada, and are not slow in blowing a trumpet to tell the world how quickly, cheaply and well we make these shells. Reams and reams of Hansard have been filled by protests against the letting of shell-fuse contracts in the United States, and politicians indignantly ask why these delicate little mechanisms cannot be just as well made in Canada. But where is the logic of howling about shell and time-fuse contracts if we allow the coal production of the country to decline by millions of tons annually, and buy this basic and absolutely necessary raw material in the United States? By doing so we strike at the foundation of munitions manufacture and impoverish ourselves.

The man who would discourage recruiting in this time of great national peril is a fool and a traitor, but he is neither who recognizes that this war is as much an economic fight as a fight between armies. If the Russians could have overrun Silesia when they were hammering at the gates of Cracow many months ago, the German collapse would have come before this, because Silesia is the great coal field of Germany. It is only because of the British Navy and the fact that France can draw upon Great Britain for coal and iron that our gallant Ally has been able to wage such vigorous warfare against the invader of her northern coal and iron fields. To those who direct recruiting in Canada several significant facts might be pointed

out, namely—no coal miner can enlist in Great Britain or be sent to the front in France if his labor is required to produce coal. Men have been sent home from the trenches to dig coal, and most ironical of all, miners from British Columbia were sent to England to help the coal production there. It is reported that in Germany, prisoners of war, among them British and Canadian prisoners, are being compelled to mine coal in German collieries. Our enemies are under no misapprehension as to the value of coal. Every foot-pound of energy liberated in the terrific artillery onslaught on the Germans upon Verdun was derived in some way from coal.

It is not a coincidence that the much discussed industrial renaissance of Eastern Canada is concentrated in and largely confined to the territory served by the soft coal mines of Nova Scotia. Not only has the supply of soft coal been imperilled by the disproportionate recruiting among the underground workers, but requisitioning of coal carrying steamers has taken place upon a drastic scale, with such serious consequences to Halifax and St. John, N.B., that the representatives of these cities have protested in the House at Ottawa. The reply given to these protests was that Great Britain had to supply transportation, not only for the Empire, but for our Allies also. No one will deny the urgency of the transportation question, because as it was expressed in the House of Commons in London, it is a case of trying to put a quart into a pint bottle. But if the requisitioning of Canadian coal carriers hampers the Canadian railways in the transportation of munitions, delays troopships and transports, and restricts the output of munitions factories, what are we advantaged as an Empire?

It is difficult when discussing this matter to avoid becoming querulous, but surely it should soon commence to dawn upon our leaders that there is nothing more important in connection with the war at the present time than the maintenance of the coal production of Canada. Men are a negligible consideration by comparison, for without coal men can neither be supplied with arms and clothing, nor transported to the front.

It has been stated in the House of Commons in the debate on the war tax that excluding the nickel companies only 24 mining companies paid dividends in 1915. This statement is hardly correct as there are some companies paying or capable of paying dividends that are not included in the lists which we have published.

The incorporation of the Hudson Bay Zinc Co., with a nominal capital of \$5,000,000 in 1,000,000 shares of par value of \$5 each, has been gazetted at Victoria, B.C. The chief object of the company is to acquire from Messrs. Maurice W. Bacon and W. E. Cullin, Jr., of Spokane, options to purchase 14 mineral claims near Salmo, B.C., including the H.B., Leadville, Zincton and other mining properties.