

DOMINION No. 6.

Though Dom. No. 2 may at odd times be facetiously referred to as the big baby of the Dom. Coal Co., the two real babies are the Hub and Dom. No. 6, the latter being the sturdiest and the most stirring, and the one demanding at the present time the most care and attention. The hope is that in the future, when it has reached maturity it will repay its sponsors for all the care, time and money expended upon it, and its friends declare it will. When Dom. No. 6 colliery was being planned the impression was received that it would be a model of simplicity and economy while efficiency would not be disregarded. It may have up till now fulfilled the desired aims, but to the casual onlooker it does not seem so simple an affair as he may have been inclined to believe. Rather to him do the works above ground appear not unpretentious and formidable, but striking imposing and comprehensive. Instead of being primitive it is modern in its fullest sense, furnished with all modern appliances. True there may be no luxuries, while nothing necessary has been omitted. In outward appearance at least the colliery is one that its projectors need not be ashamed of. Having visited the colliery last fall, when the prospect was perplexing rather than pleasing owing to the variety and amount of construction work being carried on the writer desired to see how the colliery looked now that the entire surface plant was nearing completion.

Having found favor in the eyes of Mr. H. J. McCann, who, in addition to his other duties as assistant to Mr. A. Dick, that prince of gen'l sales agents, occasionally takes a turn round the collieries to see that only properly screened and picked coal is being sent to market, he cheerfully agreed to accompany and provide the necessary transportation facilities which in this instance consisted of a horse and wagon, as there is as yet no passenger coaches running between Glace Bay and No. 6. No letters of introduction were needed. That the writer was fully accredited was attested to by the fact, facts, that the wagon was the company's, the horse the one allotted the General Manager, the overcoat he wore that of Mr. Fergie the Inspector of all the company's mines, and the cicerone Mr. McCann. One need have no trepidation in driving with this gentleman. He knows how to select a nag that will exhibit a proper degree of spirit in passing through thoroughfares, and take it coolly and calmly when away from the public gaze. Away from the town he embraced the opportunity to make himself familiar with the details of the landscape, affording of course the like opportunity to those he carried, and on such a glorious morning, with such congenial company one would not have it otherwise.

There have been changes in the past six months. A large portion of the old trestle which skirted the beach and on each side of which had been dumped in years long gone bye thousands of tons of then unsaleable slack coal, has been swept away, and the whole once formidable structure is tumbling to pieces or being torn away. By and bye where the trestle stood there may be planted summer hotels and bathing houses, for no more enticing strand of gleaming sand, nor brighter or bigger breakers, nor white surf can be found on any coast. At the end of the

in the store is not in any way favored above or before he who does not. The fact is there never was need of a Truck Act in Nova Scotia, unless indeed it had been enacted a quarter of a century prior to the time it was introduced. When it was enacted the germ of the evil it was sought to cure had been killed. Its death was accomplished at the hands of the P. W. A. which protested against any interference with the workmen's right to purchase his supplies where he chooses. The Act was passed to gratify a few who wished to have some small claim to be called reformers and friends of the workmen. So far as the workmen are concerned the stores of the company are a matter of minor importance. The amendment to the Act found most fault with is that which says that the fine in case of a successful prosecution shall go to the Treasury and not to the complainant. This is a wise amendment, as a possible preventive of malicious prosecution. It might pay a dishonest workman to take goods from a company's store to the value of five dollars and when the money was stopped institute proceedings, get half of the five and pocket \$2.00 net. The law should afford no encouragement to evil disposed persons to institute proceedings for gain or through malice.

There are those, no doubt, who think it a reproach on twentieth century civilization that females should be employed at coal mines in any capacity. A few years ago when on the other side I visited a colliery in Fifeshire for the express purpose of learning at first hand whether or no there was anything degrading in the work allotted females on pit bank heads. After the visit and after seeing the buxom, rosy cheeked lassies at work I concluded that the labor was preferable to employment in a badly ventilated mill or factory, and that less evil might be learned than in many other avocations. The Inspector for the East of Scotland is of a like opinion. In his report for 1905, referring to the increase in the number of surface workers he says:—

"Female labor accounts for 123 of the surface increase, and is in keeping with what has been recorded year after year. As stated last year, this labor is mostly at the picking tables in connection with coal cleaning; a number are engaged in taking off and putting on tubs at the cages, but the proportion at this class of work is small. Years ago at many of the smaller collieries it was quite common for women to be employed trimming the coal on the wagon top; but this is seldom seen nowadays. With the exception, perhaps, of the hauling of tubs, the work is not laborious, and is very healthy, and those employed are for the most part of good physique. On the whole, the class of females employed, both as regards health and morals, will compare favourably with any other class of female workers."

Mr. Lupton, M. P., giving evidence before the Parliamentary Committee on the supply of electrical power, described a system which he was ready to embody in a Bill, and form a company to work. The scheme was for making London smokeless by generating electricity at the Derbyshire coalfields, and bringing it to London by high tension transmission along the public roads. It would thus be able to provide nearly the whole of the electric power required in London for tramways, railways and factories, and for lighting and warming the streets and houses. The smoke nuisance in London is estimated to involve a loss of £2,000,000 a year.