



CONDUCTED BY B. T. A. BELL.

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THE OFFICIAL ORGAN

—OF—

THE GOLD MINER'S ASSOCIATION OF NOVA SCOTIA,

THE UNITED MINING SOCIETY OF NOVA SCOTIA,

THE ASBESTOS CLUB, QUEBEC,

THE GENERAL MINING ASSOCIATION OF QUEBEC.

THE following Resolutions of Council indicate beyond a peradventure the status of THE REVIEW as the exponent of the Canadian Mineral Industries:—

The Gold Miners' Association of Nova Scotia.

"At the annual meeting of the Gold Miners' Association of Nova Scotia, held at Halifax on 6th March, 1889, THE CANADIAN MINING REVIEW was adopted the official organ of this Association.
(Signed), B. C. WILSON, *President*.
G. J. PARTINGTON, *Secretary*.

The Mining Society of Nova Scotia.

"Moved by Mr. R. G. Leckie, seconded by Mr. C. A. Dimock, That the thanks of the Society be tendered to Mr. B. T. A. Bell for his kind offer placing the columns of THE REVIEW at the disposal of the Society; and that THE CANADIAN MINING REVIEW is hereby appointed the official organ of the Society."
(Signed), H. S. POOLE, *President*,
H. M. WYLDE, *Secretary*.

The Asbestos Club, (Quebec.)

"Resolved: That THE CANADIAN MINING REVIEW is, by authority of the Members and Council, hereby appointed the official organ of the Asbestos Club."
(Signed), D. A. BROWN, *President*.
A. M. EVANS, *Secretary*.

The General Mining Association of the Province of Quebec.

At a meeting of Council held at Montreal on Friday, 6th May, 1891, it was moved by Captain Adams, seconded by Mr. R. T. Hopper, and resolved: That THE CANADIAN MINING REVIEW be the official organ of the Association.
(Signed), GEORGE IRVINE, *President*.
B. T. A. BELL, *Secretary*."

The Cape Breton Coal Syndicate.

Now that the political smoke which shrouded the birth of the Dominion Coal Company has begun to clear away, the general public may be interested in learning the plans of the promoters so far as they have been matured. Their scope may be most graphically understood by devoting a few lines to the state of affairs existing in the territory they have acquired. The General Mining Association having acquired the grant of all the ungranted mines and minerals in the Province of Nova Scotia, and found on their arrival here that the best mines in Cape Breton and Pictou Counties were already granted and being worked. They acquired all the outstanding rights in these worked mines and inaugurated a monopoly. This was a veritable true blue monopoly, but at the same time a bonanza to the Nova Scotians. Wood was abundant, and coal in little demand, except at Halifax and in a few villages; but the large amount of money circulated by the Company gave employment to many workmen. The agitation which finally resulted in the cessation of the monopoly on terms mutually advantageous to the province and the Company, was partly personal, partly political, and largely that of the

boomster. Upon the opening of the coal fields to the general public, a crowd of speculators rushed in and numerous mines were opened. The benefits which were promised from the breaking down of the barriers were however not realized with satisfactory promptitude. The sales of the General Mining Association in 1858, were 226,725 tons, and ten years later the added production of all the new mines made the total sales only 453,624 tons, and this during the years of free trade with the United States.

The rivalry which characterised the new companies in Cape Breton, inflicted heavy burdens, which some of them have carried to the present day. In Cow Bay were two expensive piers side by side. Two rival ports in Glace Bay. Two parallel railways from Glace Bay to Sydney, each with an independent pier, and so on. The poorer mines instead of being able to utilize the facilities of their wealthier neighbors, had to load vessels from scows, or to build wharves the sport of each succeeding winter. This competition existed outside the mines, and agents sacrificed coal, while an observant public laughed and got its fuel cheaply. The amount of money this competition has cost the Cape Breton mines runs into millions of dollars.

It is little wonder then that the shareholders of companies, representing without exception the most favored coal deposits of the continent of America, have been ready to retire from the barren honors of a system of fruitless competition.

It may be said here in justice to the shareholders of these companies that it is doubtful if they ever had clearly laid before them the benefits of a more or less complete consolidation of some of their operations, such as the management, transportation, sale, etc., of their product, or they would have taken some steps looking to reduction of costs, etc.

From a consideration of these very brief notes it will be apparent that so far as regards the mining operations, the Dominion Coal Company by consolidating these mines is fairly entitled to such profit as may accrue from regular and systematic system of mining, transportation, cet. In other parts of the world it is no uncommon thing to see a single company raising and selling annually a coal tonnage far in excess of what can be got from the Sydney coal field for some years to come. The abolition of the isolated staffs of managers, clerks, mechanical foremen, shipping agents, brokers, etc., attached to each colliery, and their replacement by a central source of control and supervision is alone no small item. The concentration of the transportation and shipment upon one pair in Sydney Harbor, provided with ample storage capacity to meet the gulf and local trade is a prerequisite. The continuation of such system of transportation to Louisburg will provide what has long been desired, a winter outlet. The importance of this is evident when the shipping season under the present trade conditions is scarcely seven months. Those who have had to struggle during a long

winter in Cape Breton with the expense of keeping men and horses doing next to nothing, and maintaining pits in order, pumping, ventilating, etc., could best tell what a boon anything approaching steady work would prove.

The most noticeable point in this connection is the fact that the facilities for transporting coal by sea from the Cape Breton mines have unavoidably lagged behind the times. Steam transportation for the Gulf trade is imperative for many well known reasons, but the Cape Breton mines have hitherto been unable to fit themselves out properly for this important part of their business. Clearly no company hitherto operating in this field has had the resources to build proper coal-carrying steamers, consequently they have been obliged to employ a class of vessels, not the best suited for their peculiar requirements.

The new company should be provided with steamers adapted for speedy loading and unloading, capable of carrying large cargoes, and strong enough to tow one or more coal barges. In the case of the Gulf trade this will necessitate proper terminal facilities at Montreal, and an improvement upon the facilities at present provided at the other principal points of sale in the Gulf. These improvements in unloading steamers and loading cars, must be coupled with such lengthening of locks, etc., as will allow of coal carrying barges being taken west of Montreal. The difference in cost between the present system of transportation, and a business system such as is here outlined would astonish many people, and be equivalent to a carrying of Nova Scotia coal many miles west of any point reached by it at present.

Similar remarks apply to the transportation of coal from Louisburg to the United States, and there is no reason forbidding the construction of steamers carrying 8,000 tons per trip, and strong enough to take half as much more in tows. This leads to a largely increased output of the mines acquired by the Dominion Coal Company.

The present workings will require new arrangements and fresh machinery to enable them to greatly increase their output, and one or two new pits will have to be provided capable of delivering a couple of thousand tons each a day. The outlook therefore for the future in Cape Breton is decidedly encouraging; it is however likely that the coal trade of Cumberland and Pictou with Montreal will suffer at the hands of the new syndicate.

The success of this company in getting afloat, has incited a number of imitative schemes which have applied to the Local Legislature for Charters. Among them may be mentioned the Standard Coal Company, reported to be interested in coal areas in Port Hood, the Consolidated to operate in Cumberland county, and the Boston and Nova Scotia to operate at Broad Cove. The latter proposes to build a railway from Broad Cove to Orangedale on the Cape Breton Railway and to ship at the Strait of Canso or the mouth of the Inhabitants River. The cost of transportation of coal will somewhat