

COCHRAN HILL.—Probably one of the best prospects in the Province is the very large belt of leads that Mr. Alex. McQuarrie is now opening up. The belt is now opened up 16 feet in width, two thirds of which is quartz, all showing gold.

MOLKOA.—We learn that Mr. John McIntire has sold his share in the Malaga Gold Mine and lands connected with it, to Messrs. C. D. Davison & Sons—*Bridgewater Enterprise*.

SOUTH UNINAKO.—Mr. William Wirt Chipman, mining expert of New York, who last May visited the Province and examined gold mines in County Harbor, South Uninako and other districts, was in Halifax on Wednesday last and will at once begin active mining operations at the Withrow Mine at South Uninako.

PALGRAVE MINING COMPANY AGAINST McMILLAN.—This very important mining suit in which the Palgrave Mining Company apply for an injunction and \$25,000 damages, and which occupied the attention of the court for several days—a great number of witnesses having been examined—was finished in the Supreme Court on Tuesday and judgment reserved.

MONTAGU.—About September 1st John C. MacQuarrie took the lead known as the Holly, on the Rose Mine part of the N. S. G. M. Co., on lease for a year. After working for a short time he found the water very heavy, compelling him to double shift, but having faith in this lead he worked a crew of 12 men for a month, and after doing a lot of dead work they took up about 8 tons of quartz which showed gold very well. He then secured a pump, engine and boiler, erected an engine house, blacksmith shop, new whim and shaft house, with a full kit of tools, as nice a little plant as there is in Montagu. After an expenditure of several hundred dollars he finally formed a company of eight thorough miners, all taking equal shares. Last Thursday they raised some five tons of quartz, well sprinkled with the royal metal. The lead is from four to five inches thick, having a strong vein of arsenical iron and gray copper for a back, the rest of the lead is well mixed with mineral, galena, black jack, copper and gold. John C. MacQuarrie says it is the mother lead of Montagu, from which all the rich angulars spring, and it looks very much like it. There is a crew of miners at it now who will test it for all it is worth, believing that it will prove as rich as the old Rose lead. This district looks better than for some time, and the N. S. G. M. Co., Ltd., has no less than seven companies of tributors on their extensive mines. John C. MacQuarrie & Co. on the Holly, Old Rose Mine; Percy Barker, Jr. & Co., on the Montreal; Levi Brown & Co., on the Lawson; John Brown & Co., on the Lawson; Vaughn Bros., on the Lawson; Samuel Cribby, on the Montreal, and Frelick, on the Montreal. These several companies will turn into the Company's mill, within the next two weeks about 100 tons of quartz, all showing up well in gold. The substantial and well cribbed shafts, the new whim and shaft house erected, prove they still have faith in Montagu and mean business. One great satisfaction is that they all feel proud of their thorough and efficient manager, Capt. W. R. Thomas, who has done so much to advance the interests of this district. May he reap the reward he so richly deserves.

ACTIVITY AT THE Joggins.—At the Joggins coal mines the scene is one of brisk activity. A new slope, the east slope, about half a mile from the old pit head has been opened, and out of it there is a daily output of 60 to 70 tons of coal. That output will be increased to 100 or 125 tons by the end of December. The new slope, 700 feet deep, connects with one of the balances from the 1,300 foot level, and affords an increased and easier output of coal, also adds another opening to the old workings. Twelve pairs of men are at work on the new slope and steps are being taken to increase that number. The coal at the bottom of this new slope is of a better quality than that in the other workings. The old Barnhill slope, nearer the shore which was abandoned some eleven years ago, is being cleared of water, and will be worked. A new rotary screen for the screening of the finer coal was put in operation this week. In the town signs of brisk business are everywhere to be seen. In addition to the other business places noted as having been added to the town, Fred Burko has opened a general store, and Laughlin Johnson a blacksmith shop. The new Episcopal church, under erection, is a pretty structure, 62 feet by 21 feet, with octagon shaped chancel and square tower, 60 feet high. The school house, under erection at a cost of \$3,000, promises to be a fine addition to the town. It will have five class rooms, 26 by 36 feet and a 12 foot wide hall, with wardrobes and other fittings. Job H. Seaman, of Minudie, has put up one of Robb's rotary mills on the Joggins shore, and is sawing a number of logs, which got adrift and shored there. The logs were for a bridge at Sackville.—*Herald*.

NOVA SCOTIA COAL TRADE.

THE SHIPMENTS TO ST. LAWRENCE PORTS,

No branch of interprovincial commerce has assumed a greater degree of development since the National Policy came into operation than the export of soft coal from the Cape Breton ports to this city and to the towns along the St. Lawrence River. A few days since the *Empire* correspondent gave

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figures to show the wonderful increase in Montreal's black diamond imports over 1892, and now, as the season's work is about being brought to a close, more detailed information as to the mighty strides that have been taken by the Canadian coal trade will be of general interest. In 1885 some 300,000 tons of Nova Scotia coal was brought up the St. Lawrence, and in order that the reader may realize the increased demand for the article since the date just mentioned, it is only necessary to say that the quantity received at the same points during the past season will reach in round numbers 700,000 tons. Never, in fact, has the output of the Cape Breton mines been so considerable as in the summer of 1893, and never have the miners of the district in question being more profitably employed. The following are the receipts by water at the ports of Montreal, Royal, Three Rivers and Quebec for the years 1892 and 1893:

MONTREAL.		1892.	1893.
General Mining Association		75,547	75,195
Dominion Coal Co.		337,183	400,005
Intercolonial Coal Co.		70,155	70,279
Total		491,885	611,479
Scotch and English coal.....		32,870	36,074
Total.....		524,761	647,553

ROBELO.		1892.	1893.
General Mining Association.....		1,589	11,491
Dominion Coal Co.		7,430	5,191
International Coal Co.		4,500
Total.....		13,519	15,686
Scotch and English coal.....		3,103	1,528
Total.....		15,694	18,213

THREE RIVERS.		1892.	1893.
General Mining Association.....		9,012	9,218

QUEBEC.		1892.	1893.
General Mining Association.....		30,472	34,850
Dominion Coal Co.		27,576	17,587
Total		58,048	52,137
Scotch and English coal.....		27,572	12,000
Total		76,620	64,137

The above returns, which are official, give the splendid increase in the coal imports from Nova Scotia over 1892 of 116,983 tons, and a falling off in the receipts of English and Scotch coal during the same period of 3,949 tons. But one has to consider the number of steamers employed in the trade and the amount of money disbursed both at the Cape Breton ports and in this city before fully realizing the importance to Montreal and to the Dominion of maintaining this ever growing traffic, which has doubled itself in the comparatively short term of eight years. During the past season no less than 360 trips have been made by the different steamships of large and small tonnage which are engaged in the bringing of Nova Scotia coal to the St. Lawrence ports. This means that the average sum of \$1,250 is disbursed in Montreal by the coal people and by the ships for provisions, stores, etc., at each trip, and which if multiplied by 360 gives the all important fact that the sum of \$450,000 has from this one branch of trade been distributed this season amongst the merchants, mechanics and other fields of labor in Montreal. This, however, is not all, as a gentleman well up in the trade informed the *Empire* that apart from mining expenses the disbursements at the trading ports of Cape Breton would be at least \$500 for each trip, or a lump sum of well on to \$200,000. The correspondent was therefore not a little surprised to find very little sympathy in this city for the movement tending to the abolition of the coal duty. The Canadian Pacific and Grand Trunk Railway Companies probably pay \$80,000 and \$50,000 respectively in coal duties, and the first named corporation is outspoken in favor of repeal. A Montreal merchant remarked, however, that as the manufacturer got back the duty which he pays upon coal in the protection which the fiscal policy of the country affords our industries it would be better to give bonuses to the railway companies than to dream of taking off a duty that had done so much for Canada. "I have no hesitation in saying," added the same gentleman, "that repeal of the coal duties would bring about a drop of no less than 300,000 tons in Montreal's importation of coal from the Lower Provinces, and you know the loss such a decrease would entail both here and at the leading ports."

The wages of good men in the Canadian coal mines compared with the very low figure earned by the English miner is likewise an interesting feature of the trade. Several first-rate miners from the old country who passed through Montreal recently on their way to the Nova Scotia mines, where they are now earning \$2 per day, declared that £2 10s. per week was the maximum earnings of the best men employed in the English mines.—*Sydney Advocate*.

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