

# Maritime Mining Record

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STELLARTON N. S.

OCTOBER 11th. 1905

—AN EDITOR'S HOLIDAY.—

Leaving Stellarton at 7.40 a. m. one should reach Boston at 7.20 the following morning, but at that hour—the train having lost time, we found ourselves at a station 50 miles distant from the city. Having always been sympathisers with the cult who maintain that early morning air, and an empty stomach, are not conducive to equanimity, we decided to avail ourselves of the ten minutes—of our own time—kindly granted by the railway officials, therein to satisfy the cravings of the inner man. We went to breakfast,—and most of those who went wished, I am sure, they hadn't. The breakfast was not only hasty but heavy. It was unusual to have so large a crowd of guests, at that hour, and the short notice given, of their intended arrival, did not permit of due preparation for an elaborate meal. There were sandwiches, of course, and, also, of course, hot doughy rolls, and thoroughly boiled tea. In ten minutes time only, one might suppose that only a light breakfast could be partaken of; that is a mistake for indeed it was a heavy one, and lay like lead the greater part of the day. Getting to Boston at 9.10 a. m., from the train for New York started at 10 a. m., from the south, or union station. Our baggage was at the north. Going for a transfer we were told that our trunk might not get to the Central by 10 a. m., but we could present the Transfer Company's check, and get the railway's check to New York. This we did. The baggage followed us six hours later,—at least we presume it did, for we did not see it until after our arrival at our destination in New Jersey, two days later. On leaving New York we went to make a transfer of the trunk from the Grand Union to the Lehigh Valley station. We paid a small fee for storage, gave up our check, and got another. Before leaving to cross the ferry we went to get trunk check-transfer check, and got a railway one in exchange. We were a trifle anxious as to the outcome, but fears were allayed by the trunk's arrival six hours after we had got to our destination. I write on this in order to speak a word of admiration for the splendid checking system in vogue in America. Had we been able to check right through there would not be much reason, perhaps, for admiration, or surprise, but before it got to its journey's end the trunk had been rechecked four times, the while its whereabouts, were uncertain, at least to the owners.

Though New York has its elevated, electric,

cable, and horse car roads, and, latest of all, its subway, the throng of pedestrians and carriages on the streets seems to be as great as ever. The dangers and difficulties at crossings have not been lessened by any diminution of vehicles, rather increased by the addition of Autos, to the list of regular conveyances. The automobile is in general use in New York. There are large ones for parties of twenty, and small ones for couples, or for singles. They are all the fad, at present, and unlike the bicycle, it looks as if they had come to stay. A majority of the big places of business are closed, on the afternoon of Saturdays, yet one can scarcely realize it from the busy condition of the streets. Were I asked to state, in a few words, what are the chief "sights" of New York I would at once reply, "The shop windows". It worries me and wearies me to have to trot, to satisfy a certain one, through one or other of the big departmental stores, but I can spend hours passing the windows without symptoms of fatigue, and, though of the genus homo, there is ample evidence that I am not singular in this respect.

On coming to a strange city the first thing necessary is to secure quarters in some hostelry. The difficulty is in making a selection. The hotel where we formerly put up having been destroyed, in the interests of growing commerce, or been removed, we had to seek new lodgings. On the way, on the train we had read in a Halifax paper of the Victoria hotel, finely situated, and so forth, so thither we hied. When one reads in a hotel ad. that rooms can be had from \$2.00 'up', he should not bank on securing a room for \$2.50. The \$2.00 room is the exception, the 'up' the rule. At least that is my experience. Having booked we were asked what sort of room we wanted. Mindful of our lowly estate,—I am set down as belonging to the 'fourth',—the reply was, "a fair room." We were assigned Room with bath, No. 416, at \$4.00 per day. It should be remembered that in counting days fractions do not count. Ah, they count as wholes. There is no such thing as a day and a quarter or a half or three quarters. A day is a day and so also is a quarter, or a half or three quarters of a day. The cuisine was, so the ad. said, unexcelled. And so we found it. The prices could not, I am sure, be excelled in the Waldorf, or other of the swell hotels "up town". There were say 150 items on the bill of fare, and to pick up a small enough number to make a half decent meal, and keep within the \$2.00 a piece mark, required the greatest ingenuity, considering. A lunch, or a dinner, in hotels like this, conducted on the European plan, with American prices, costs far more than twice as much as on an I. C. R. or C. P. R. dining car, and is not as good, no, not by an incalculable distance. It would beat even a Scotsman to live in an American hotel, conducted on the European plan and yet retain any claim to frugality. And then the waiters, countless and cravens all. If they bow it is not for nothing, it is for a tip. If one snatches your hat from your hand and hangs it on a peg, which you yourself could have done without great effort, it is ten cents. Then there is ten cents for the ice water boy, and the same for the boy on