

the asthma of which many miners complain, yes, and if there is consumption among them it is traceable to the same cause."

Going up we got a seat in the Pullman. Riders on the Pullman have the privilege of dangling their legs outside the box, while in the other cars they are forced to sit in the old way our forbears sat, stiff and graceless.

On reaching the surface I had one regret, which was that one or two of those who have clamored loudest within the past year about the price of coal had not been down the mine with us. A trip down the Drummond mine is all the answer Mr. W. C. Milner and Mr. Alex McNeil will require in answer to their question:—"How does coal cost so high in Nova Scotia." Then they might alter the question to this, "How is it possible under such conditions to mine coal and sell it at \$3.50 and under on cars at the mines."

The Drummond, to sum up, is a nice little mine, one of the snuggest in Nova Scotia; and its management could not be bettered. Mr. Blue, without doubt, is a capable mine man and he and his staff are doing the next thing to working miracles. The Drummond is doing splendidly, and what else would one expect seeing all those in leading authority—Floyd, McDougald, Blue, the John McDonald's below, and the Jack Mcwards, the McNeils, the Hendersons and the Stead and the Saunders and Tom Floyds, animated another in demonstrations of loyalty. By the way one is quite safe in leaving pouch and pipe in Blue's office, I got mine on my return without any visible diminution in the bulk of the former, but as for leaving matches at Quigleys, that is a different story. The one I left there must have been confiscated, as it never came back.

There is evidently a lull in coal mergers.

The probability is that no work will be done this year on the proposed railway from Stellarton to Country Harbor.

The shipments of the Nova Scotia Steel & Coal Company for May were the largest on record with the exception of those for July of last year. The shipments for May show the fine increase of 23,000 odd tons over those for May of last year.

Fridays' Halifax Herald says:

"At last night's meeting of the city council, W. P. Buckley, of the Mabou and Gulf Coal Company, was awarded a contract for 200 tons of Mabou coal, which will be tested in the various departments of the city service.

Mr. Milner's furious attacks on the Dominion Coal Co. who he alleges are sinners—as regards the price of coal—above all companies doing business in Nova Scotia—do not seem to have had any influence on the officials of that company. They still persist in refusing to enter into details as to cost of production etc, etc.

The following addition should have been made to the I. C. R. time table on page 3, but were overlooked:

No. 85	Leaves for Sydney	17.10
No. 86	" "	Halifax 19.50
No. 85	arrives from Halifax	17.05
No. 86	" "	Sydney 19.40

The Phillips Mine and Mill Supply Co., of Pittsburgh Pa., are the latest addition to our list of advertising patrons. The mine and other car wheels supplied by this firm to some of the large collieries in Cape Breton give every satisfaction.

#### SUBMARINE COAL MINING.

The action of the officials of the New South Wales Mines Department in stopping work in that part of the Stockton Colliery known as Garrett's heading is to be highly recommended, though it will have the regrettable effect of restricting the company's field of operations. The heading in question lies far under the Pacific ocean, and it is a very necessary provision of the Coal Mines Regulation Act that in such ocean workings there must be a thickness of not less than 120 feet of rock strata intervening between the workings and the ocean bed. The State law, vide Australian Standard, has been copied in this respect, as in most others, from the English law, which owed its form in this particular to a terrible disaster under the German Ocean, the sea breaking through the 90 foot cover under which the workings were being carried on, and drowning nearly 100 of the men engaged there. For the past two or three years there has been talk throughout the Newcastle district of some of the mines having been worked into a dangerous area, but much of it has been founded on no very sound basis. To hear the swish of the propellers of the ferry boats as they draw up to or leave the wharf overhead, or to hear the thud of an anchor dropped on the sea bottom, does not necessarily mean that the workings are within dangerous proximity to the bed of the ocean, for such sounds have been heard at quite safe depths. Much depends upon the nature of the good rock filling the intervening space; and this is a matter which has to be taken into consideration in determining the degree of safety in submarine workings. Ground may be safe at a depth of 80 ft. in one place, and unsafe at 100 ft. in another. It was wise and reasonable to take a depth of 120 ft. as the minimum to be insisted upon.

The harbour and ocean bed were very carefully charted, so that every mine manager might know, as he pushed his drives seaward, how much or how little rock was overhead. Recently in the Stockton colliery some doubt had grown as to the nature of the roof, and borings were instituted to ascertain its character. The result was instituted every that the cover consisted of only 80 feet of sandstone, with nearly 150 feet of alluvium. There not being the required thickness of solid rock, the stoppage of work was at once ordered and was promptly carried out.