

leaders, those suspected of sedition, sent a telegram to Sir Robert Borden saying if these leaders were not immediately released they would strive to bring about a general strike over Canada, in which the C. B. miners would take part. Of course the rank and file gave these C. B. U. M. W. leaders no authority to send away such telegram. To ask for authority would not be in keeping with the leaders' notions of true democracy. You see they have a way of their own, after the fashion of their ideas of real democracy. That well known paper the Winnipeg Tribune reads this timely lecture in reference to the C. B. U. M. W. leaders' actions:—

A general strike cannot be permitted to succeed at any point in Canada, not for the sake of capital any more than for the sake of labor, but for the sake of Canada's right to exist as a free country.

Free institutions must destroy a general strike or a general strike will destroy free institutions. A general strike carried to its logical conclusion, would leave the women and children of Canada, including the strikers' women and children without food or clothing next winter.

The general strike proposes to subject the non-combatant population of Canada to sufferings in peace time comparable to the sufferings of an invading army inflicts on the non-combatant population of France and Belgium in war time.

The zealot who would teach labor to seek a remedy for grievances thru the general strike instead of thru the ballot box is a foe to labor and a foe to Canada. The promoters of a general strike have no right to claim any protection from the principles of constitutional liberty in their work of attempting to destroy all liberty. The minute that Europeans in origin or ideal begin to talk general strike in this country, the general strikers and their friends must be strong enough to put the authorities of government in jail or the government should be strong enough to put all the advocates of a general strike in jail and keep them there.

### FORGOTTEN HISTORICAL EVENTS.

Commenting on an article in Saturday Night, under the above caption, the Canadian Mining Journal, which has now as associate editor, Mr. F. H. Gray, formerly an official of the Dominion Coal Co. and later of "Scotia," says among other things: "We believe the Abercrombie Railroad, which ran from Stellarton mines of the General Mining Association to Pictou Landing, and on which the coal for the bunkers of the 'Royal William' was doubtless carried was the first steam railroad in America, and some years ago the original steam engine was taken away to be exhibited at some United States exposition—we believe at Chicago—and never came back to Pictou County. That old engine should have remained in Canada, and should have been given as honorable a place as is given the 'Rocket' in Barrow-in-Furness Station.

How many Canadians realize that the coal mines of Nova Scotia were supplying coal to Boston and New York and the "British Provinces" long before it was found that anthracite would burn, and be-

fore Pittsburgh was.

It is interesting to recall that Sydney, N.S., narrowly escaped being called Pittsburgh, which was the name proposed for it by Governor Desbarres."

The Record regrets that it is forced to correct the belief of the Journal that the railroad from the Albion Mines to Abercrombie was the first steam railroad in America. Several years ago an engineer residing in Cumberland County, N. S., who wished to criticise a paper, written by another engineer on "Railroads" wrote the editor of the Record asking if the Albion Mines Railroad was not the first on the American continent. We were forced to tell him that it was not, that a railroad had been in operation in the States two or three years before the one in Nova Scotia. We cannot at this writing relate the story as we gave it to him, as the yearly volumes of the Record are in the hands of the binders.

The "Samson" was the name of the locomotive referred to. It was sent to the Chicago Exhibition and its veteran driver, Geo. Davidson, went with it. The "Samson" is now in all probability in some museum across the line. The reason it did not come back was that a cute American made an offer for the curiosity, which offer was accepted. When first employed the "Samson" did the work expected of it well. That work was the hauling of three ton waggons from and to the collieries. These three ton waggons did duty for about fifty years, which goes to show that improved railway transportation was affected by evolutionary and not revolutionary methods. There were no socialists in N. S. in these days and will you believe it, the people if a little uncouth, were uncommonly contented.

Referring to the projected nationalization of the coal mines, a reputable British paper says:—

We were warned in the House on Monday that it may be necessary, because of the restricted output, to decrease the coal rations for manufacturers and for domestic consumption. If this is what happens under Government control of the mines, all we can say is that the question of nationalisation will have to be very carefully considered. The railways are expected to lose a great number of millions, and now we have the coal mines in the same position. At the same time we have the Post Office employees in conference saying that they object to the Post Office making a profit. All this makes it very difficult for those of us who have not opposed nationalisation, and we should like some explanation.

The publication of an estimate of £26,400,000 for the coal-mining industry must be something of a surprise to the general public. That is the amount which the Government want to meet the provisions of the Sankey report for increased wages for the miners and the promised reduction of hours. An answer given in the House of Commons shows also that the output of the mines per man is steadily decreasing, notwithstanding the increased wages. The reduction of hours has not yet begun. Now, the case of the miners was that the industry could easily stand the increased charges. This estimate shows that the Treasury, at all events, has not much faith in the promise of an increased output to meet the situation.