

was mismanaged, and that the foreclosure by the Trust Company was made to prejudice public opinion!

At Port Hood, the U.M.W.A. is harassing a struggling company, and there is not a single colliery in Nova Scotia where the U.M.W.A. has gained any ascendancy that has not either been forced to the wall, or suffered serious financial embarrassment, which, in every case, has recoiled on the miners themselves.

The strike talk just referred to is entirely confined to these professional strife-breeders, and is being circulated with the idea of encouraging the strikers at Springhill to hold out. It is the general opinion that another strike in Cape Breton is the most unlikely thing to happen. As was the case in Cape Breton before the U.M.W.A. strike collapsed there, many of the Springhill strikers would gladly return to their work, but are deterred from doing so by fear of violence on the part of the pickets. The Dominion Coal Company is providing adequate police protection for the men at work, but as the local authorities either are passive or do not desire to prevent intimidation of those who wish to work, there will probably be a repetition of the farcical situation that existed in Glace Bay when the so-called U.M.W.A. special constables were appointed. In Glace Bay the people fortunately saw the humorous side of one set of policemen arresting the others, and a very grave train of possibilities was averted by the good sense of the populace. It is reported that Springhill may be proclaimed as a police district under a special commissioner in order to ensure the preservation of order.

THE COAL MINING INDUSTRIES OF NOVA SCOTIA AND OF WEST VIRGINIA.

Nova Scotian coal operators have a great deal to contend with. In particular they have to compete with the growing West Virginian coal industry, which seeks to absorb the Atlantic coast trade. Or, rather, in the event of any further reduction of coal duties, West Virginia coal will become a very disturbing factor. A glance at the present status of both countries will be timely.

Nova Scotia, throughout the past 125 years, has produced about 100,000,000 tons of coal. Nearly 50 per cent. of this total has been output since the year 1900. The annual output for the current year will approximate to 7,000,000 tons. Roughly, 94 per cent. of this quantity will be disposed of in the markets afforded by the maritime provinces, Quebec, the bunker trade, and Newfoundland. These channels are named in order of importance. The remaining few hundred thousand tons will be shipped to the United States, almost entirely by the Dominion Coal Company.

Turning now to West Virginia, a glance at a recent bulletin, issued by the West Virginia Mining Association, shows us that the total production to date has

been almost 600,000,000 tons. Since 1863 the annual coal production of West Virginia has expanded from less than half a million tons to almost 60,000,000 tons in 1910. This phenomenal growth has been most marked in the last twenty years. During the two past decades the annual production has been multiplied by six. As the coal mines of West Virginia are situated between three hundred and four hundred miles from tide-water, transportation is the chief problem to be contended with. In fact, one writer, Mr. Frank Haas, states that fully one-third of the capital invested in West Virginian coal mines is an idle asset on account of insufficient transportation facilities. Unreliable delivery, Mr. Haas claims, is the prime cause of the loss of large and important contracts. Delivery to the consumer is considerably more costly than the labour of production. Labour is cheap and plentiful. The number of coal-cutting machines in use is 1,967. The tonnage of machine-mined coal was 23,362,675 tons in 1910. The proportion of machine-mined coal is steadily increasing.

Our Nova Scotian correspondent informs us that there are approximately 500 coal-cutting machines in use in the province. The amount of coal mined by machines is about one and two-thirds million tons. Nine-tenths of the machines are in use in Cape Breton collieries, the remainder on the mainland. Native labour is not opposed to the use of machines; but it is a difficult matter to secure European miners who are acquainted with coal-cutters.

The disparity in bulk of outputs is most marked. Labour in Nova Scotia is costly and not too plentiful. Climatic conditions limit water shipments to eight or nine months of the year. The channels of trade are strictly delimited. Railway facilities are not what they might be. These considerations, whilst they do not cover the whole ground, perhaps sum up the leading features of the case.

It can be seen that, with Pennsylvania and Ohio fuels pushing hard on one side, and West Virginia on another, the Nova Scotian operator has ground to fear reciprocity. On the other hand, he has definite advantages, such as immediate access to tide-water, secure control of government railway contracts, and the possibility of safeguarding domestic markets by more considerate treatment of local consumers. But, as in West Virginia, so in Nova Scotia, organized and efficient transportation is an imperative pre-requisite. As we have said before, right economic conditions would place Nova Scotia in a position where outside competition would not imply industrial paralysis. The question is not one of how large a measure of protection is needed, but of how soon the artificial barrier can be reduced or removed. It would be as grossly unjust to disregard the interests of the operator in settling this question, as it would be to overlook the welfare of the consumer.