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# Dr. R. Bell Geol. survey dept. The Mining Record

Jan. 10 1912

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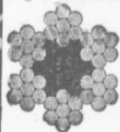
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Fig 2. HAULING



**Lang's Lay Ropes.**



Fig 26 WINDING



Fig 1. HAULING



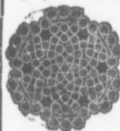
**Patent Flattened Strand Ropes**



Fig 4. WINDING



Fig 13. SINKING



**Advantages of Patent Flattened Strand Ropes.**

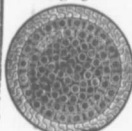
- 1 Greater wearing surface, therefore longer life of rope and less wear upon pulleys.
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- 3 Spliced easily and more effectively.
- 4 Less tendency to twist and stretch in working.

Fig. 13 for Sinking and Fig. 11 for Cranes, &c. are non-twisting.

Fig 11. CRANE, &c.



Fig 15 a



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Fig 20



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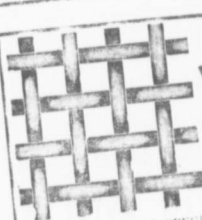
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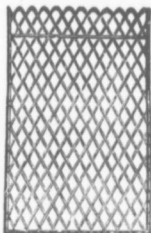
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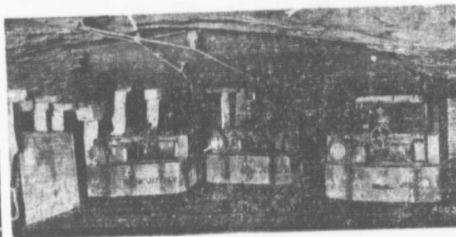
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# MARITIME MINING RECORD

Vol. 14, No. 13. Stellarton N. S., Jan. 10th. 1912. New Series

## THE COAL TRADE 1911.

(MR. DRUMMOND IN HERALD.)

In speaking of the future, in reference to things that may happen, one may, unfettered, let fancy have her fling. In dealing with the past or present, and when and where facts and figures confront him, he must have a care, lest his expressed thoughts be but expressions of his wish.

In my review of the coal trade of 1910, and in making a prediction as to the sales for 1911, it was stated that the shipments for 1911 over 1910, would be half a million, and, if all went well, possibly three quarter of a million tons.

You will notice that the delightfully accomodating little conjunction "if", without which all of us at times might find ourselves in straits, was employed. It may be freely stated that "if" the Port Hood colliery had not been flooded from the sea; "if" the North Atlantic collieries company had not been in dire straits for lack of working capital; "if" the Mabou and the Stratheona, and the Fundy mines had not been waiting for something to happen, and "if" the Nova Scotia Coal company had not gone far behind in shipments, owing to an accident in one of its mines, most certainly the year 1911 would have shown an increase of three-quarters of a million tons, and would have carried off two records, one for largeness of sales, and the other for the largest increase shown by any one year ever its predecessor.

As things have turned out, the trade has to content itself with an increase of half a million tons and, possibly, a little over. One may try to content himself with saying that 1911 its loss will be 1912 its gain. Possibly I am not so optimistic of the rushing future of Nova Scotia's coal trade as I once was. At any rate, at this time, one must confess to surprise and disappointment at the slowness of the growth of Nova Scotia's coal trade, the industry in which, in largest extent, she lives and moves and, commercially, has her being.

Ten years' or so, ago, many of us applauded the late genial B. Wade, then a M. P., when he declared that in ten years the sales of Nova Scotia coal would reach ten million tons. The ten years are here, but not the ten million tons.

It is very humiliating to be forced, in truth, to declare that Nova Scotia's, that Canada's position in reference to the coal trade, is most peculiar and perplexing.

Of all the countries in the world whose coal production is over five million tons, Canada is

the only country whose imports of coal approach closely, if, indeed, they do not wholly reach, her total production.

The coal producing nation which has been supposed to be an exceptional importer of the necessity, is Germany. Admitted, but then against her imports of eleven million odd tons, she can place a production of two hundred and forty millions.

Does the statement startle? It is a safe statement, because it is accurate. Canada imports more coal than Germany, but then Germany's imports amount to only five per cent. of her production, while Canada's imports, as has been stated, equal her total production. Had Canada not in her own coal areas a countless quantity in tons, were her vast coal seams inaccessible, were there not facilities for transportation by rail and river and canal, some plausible excuse might be offered for the most peculiar and anomalous position in which she finds her coal trade.

Billions upon billions of tons of coal, of bituminous, of anthracite, and of lignite, lie bosomead in the valleys and the hills of Nova Scotia, of Alberta, and of British Columbia, and yet this Canada of ours imports as much coal as all her mines produce, and the arresting thought is that unless some heroic statesman arises, who can devise some plan to stay the flood of imports, Canada's coal production, for many decades to come, will be comparatively, almost a negligible quantity.

If Nova Scotia is vitally dependent on her coal trade for her prosperity; if really and truly, and not from courtesy merely, she is an integral part of the Dominion of Canada, then Canadians must give this question of foreign coal imports, prompt and earnest consideration.

Why should Canada with her coal supplies beyond estimate, be importing every bit as much coal as she produces? Why is she different in this respect from all the other coal producing countries, of repute, in the world? If these questions have sufficient answers let us have them.

The east, or, to be more precise, Nova Scotia, has contributed largely and proportionately to the extensive development of the west. She has assisted in the construction of the great continental railways, without which the west would be, to a large extent, a terra incognita. She has contributed more than her proportion towards the extension and the maintenance of the upper provinces' ramified canal system, and what has she in return? The canals are unsuitable to her big coal carriers, while they are crowded, at times, with lake built, steam craft, and American

barges, heavily laden with American coal, passing through free of toll. Would one be deemed rather inquisitive were he to ask "What return does Nova Scotia get for what she has paid and must continue to pay for all extensions and for the upkeep of the many upper province canals?" Nova Scotians would not, I am sure, begrudge a share in the large expenditures in the west, did the Ontario and western members of parliament look upon this province, as other than a mere appendant, as entitled to free, fair and equal privileges as any part of the wide Dominion. It's time for a kick.

The middle of December is rather an early date, is it not, to call for a summary of the coal trade of the year? Still it may be possible to give a close approximate, without going into details. These must be procurable later on.

The total shipments for the year I place at 5,775,000 tons. This will give a net increase of half a million tons over 1910, an increase to which the two mainland counties contribute a fair share. By counties the shipments are as follows:—

County	Sales	Increase	Decrease
Cape Breton.....	4,406,000	273,000	
Pictou.....	626,000	98,000	
Cumberland.....	460,000	185,000	
Inverness.....	284,000		55,000
Total.....	5,776,000		55,000

The decrease in Inverness deducted from the increase in the other counties, shows an increase for the whole of a thousand tons over the half million.

The "natural" increase, in the coal sales of the province, has frequently been spoken of as close on ten per cent. The sales for 1911 do not run counter to the claim. We have had this "natural" increase for so many decades, that, nice as natural things are as a rule, there are some who incline to the opinion that to have, at an odd time, an increase that would transcend the natural might have a stimulating tendency. The Athenians of old were not the only people who craved for something new. Those in the coal industry might wish that other than a natural increase might come along so that they could add to their experiences. There have been many disappointments at the slowness of expansion, and not one surprise at its rapidity. We can hope.

Inverness is the only county that did not, it will be seen, contribute to the increase. This is accounted for by the unfortunate flooding of the Port Hood mine from the sea and to the further fact that the Inverness colliery has not sufficient elbow room. Messrs. McKenzie and Mann are willing and ready to expend a million and a half dollars in the extension of the Inverness railway, provided that they can secure, at anything like reasonable figures, some of the coal areas adjacent to their property, now lying idle.

There is a new man at the head of the provincial mines department and in the solving of the idle, and unworked coal areas, and areas of other minerals, held by owners for indefinite periods, he has spread before him a problem commensurate with his wisdom and ingenuity, and which may tax both to the utmost.

That the problem must be solved, in some way, by some one, is becoming more imperative year by year. It is not by any means an easy

problem, tho some 'prentice hands' have declared they would like to try their hand at it. Assuming that they would readily find a way out.

The problem, to my mind, is two-sided. If the legislature should prescribe a time beyond which the owners of unworked areas, in request, shall not be permitted to hold them, what shall be done with the areas, suitable for development, but not in request, whose owners would be glad to dispose of them at a fair price?

Besides these there are other knotty problems, in connection with coal, and other mining, awaiting a master mind for solution.

The supply of labor at the mines was scarcely equal to the demand, tho the scarcity was not so acutely felt as in 1910. No able bodied, willing to work, man needs go idle these days in Nova Scotia. Wages of many of the lower paid classes of labor have been increased, and as a whole, and when left to themselves, the workmen at the collieries are fairly well satisfied. Of course, there may be complaints as to the high cost of living, but it is not, after all, the increased price of provisions that causes the worry, so much as the modern and almost luxurious, and consequently more expensive, style or manner of living.

As for the operators, a majority of them have managed to scrape along and narrowly escape imprisonment for debt. To be candid, and truthful, the coal operators are about the only people in the province not greatly benefited by the coal trade. Some of them say that the game is scarcely worth the candle, and one is high forced to believe it, when he considers the risks taken, a mine here put out of commission for a year by an outburst of gas, and a mine there, out of commission, for an indefinite period, from an inburst of water.

While it may be gratifying to be able to say that the coal sales for 1911 are the largest on record, it is discomfoting to be forced to say that the toll of lives lost, the number of individual fatal accidents, is also the largest. In spite of our excellent mining laws, notwithstanding the vigilance of officials, and in face of attempts after rigid discipline, a life here and a life there, at far too regularly occurring intervals, is suddenly snuffed out. Accidents from explosives are, fortunately, rare, and from gas infrequent, but roofs are still treacherous and crush life out, in spite of scientific timbering, and rakes still run away in spite of closest inspection of their parts.

To those two causes, roofs and rakes, is due the largest proportion of fatal accidents in 1911, as in some previous years. And yet there is some consolation. The tears shed today, when a life is crushed out, may be as salt and as blinding as those shed twenty years ago, but the former were not allayed by the knowledge that tho the breadwinner was gone, provision for the dependents had been made, whereas, today, comes to the mourners the knowledge that the mother and the bairns will not be dependent on charity far bread. At a majority of the collieries there are excellent benefit societies, but the best of them all is that in connection with the collieries of the Dominion Coal company.

That we have in Nova Scotia, from the workers' standpoint, a better benefit society than in any English speaking country in the world, may

(Continued on page 13)

**MARITIME MINING RECORD.**

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THE RECORD is devoted to the Mining—particularly Coal Mining—industries of the Maritime Provinces.

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**R. DRUMMOND, PUBLISHER.**

STELLARTON, N. S.

Jan. 10 1912



THE TRADE, 1911.

The past year so far as sales and outputs are concerned may be said to be a normal one. That is the increased sales are about ten per cent greater than its predecessor. Work at all the collieries has been brisk. There was no lack of employment for willing hands. Of course some companies did much better than others. The showing of the Dominion Coal Co'y is a remarkably fine one. A similar thing may be said of the Acadia colliery, whose per cent increase is the highest. Two or three of the companies went a trifle better in sales, and two or three showed unlooked for decreases. The Nova Steel and Coal Company shows the largest decrease owing to the crippled condition in the first months of the year of one of its chief producing collieries. And the Maritime Coal Ry. & Power Company shows a rather large decrease due to the labor trouble which closed the Chignecto mine a large part of the year. The flooding of the Port Hood mine in midsummer made the shipments from that locality almost a negligible quantity. The resumption of work at Springhill makes the increase for 1911 loom large, but it would scarcely be fair to compare the sales of 1911 with those of 1910 a year in which work was at a standstill. Sober, thrifty and industrious workmen had it in their power to not only make ends meet but save money, and that in spite of the largely increased cost of living. It may be said without fear of reasonable contradiction that the workmen fared somewhat better than the shareholders of the several companies. The men got at least a fair return for their labor while the shareholders have, in some instances to be content with a beggarly four per cent; in other instances to be content without any return, and in one or two instances to suffer heavy loss. Folks say Job cursed Friday the day of his birth, and it is probable that if the shareholders and bondholders of these two companies knew the days on which these companies were born, they would every time they passed through a backyard, impetuously follow the old patriarch's example. It is alleged that both companies came to grief owing to the fact that those who were at the helm of affairs were not 'to the manor born.' Unscientific—not to use so harsh a word as incompetent—management has to be blamed for the absolute loss of over two million dollars, lost in attempts to operate coal mines. If consumers knew more of the risks, the worries and heart burnings of the most competent of managers and operators of Nova Scotia Coal mines, they possibly would not accuse them of being barons and bad robber barons, at that.

A deplorable feature in connection with last year's trade is the excessive number of fatal accidents. The year 1910 in this respect was bad, but 1911 was much worse. The single accidents will it is feared total forty, not including the accident at Sydney Mines when there was loss, by gas explosion, of 6 lives. The number of accidents will place Nova Scotia in an unenviable position, that of being the coal producing country which shows less coal mined per life lost than any other. To have it said that a life was lost for every hundred and fifty thousand tons of coal produced, is rather discouraging in view of all that is being done for the prevention of accidents. The United States has been heretofore accounted the chief contributor to loss of life in the mines, in proportion to quantity produced. Last year Nova Scotia took first place. Let it be hoped that it was for 1911 alone.

The sales for 1911 were, in rough figures, five and three-quarter million tons, an increase of about half a million tons over 1910. The increase is gratifying, but nothing to warrant exultance, as a much larger increase had been predicted. A series of mishaps are responsible for the failure of the prediction.

The shipments by counties and by companies will be found elsewhere in our columns.

What transpired at the collieries during the year was a matter of every day comment by the press. We need not therefore refer to what has been done so much as to what is likely to be done in 1912. Let us start with the biggest, the

**DOMINION COAL COMPANY.**

The production of Birch Grove mines in 1912 will depend entirely on how the company is able to get ahead with the construction work, but it is hoped that No. 21 will produce from 5,000 to 10,000 tons per month and that No. 22 will be sufficiently developed to give a thousand tons a month.

The Collieries at New Waterford next year should give a combined production of 80,000 tons per month. Nos. 12 and 14 will remain about as at present; say 12,000 tons per month. No. 15 should come up to 18,000 tons, and No. 16 to 10,000 tons per month. The management expects that No. 17 will be started in the spring. It cannot at present be said what further new collieries are to be developed at Waterford, as the company's programme has not yet been decided upon.

In the Glace Bay district there will be a slight decrease in output in 1912 amounting to, possibly, 5,000 tons per month, due to the falling off at No. 3 and No. 5 Collieries. The output of No. 3 Colliery will have to come down to a very small figure by the end of 1913. Some day no doubt the company will sink to the Emery at No. 3, but not yet awhile. It is surmised that a good many of the men at No. 3 will find work at the Birch Grove Collieries, and that the company will make provision to convey them to and from their work. The deeps of No. 7 Colliery are the furthest submarine point in the company's workings. The face of the deep is now distant 7,840 feet from the shaft.

The increased output from Nos. 15 and 16 will necessitate additional workmen; possibly, three hundred men more than employed in 1911.

At Springhill the company intends to open another mine if the present boring operations indicate a suitable location.

The output for 1912 will be about four million tons; possibly a thousand tons either way, depend-

ing largely upon how much coal the steamers and the Steel Works will take away during the week.

Everything is going very nicely with the Company, and Mr. D. H. McDougall's second year at at the coal end of the big concern is ending under very favorable conditions. He has a splendid staff and as all is harmony things go almost automatically.

#### THE ACADIA COAL COMPANY.

This company has collieries at Westville, Thorburn and Stellarton. There are two collieries and annex at Stellarton, and of these we will speak as there is not likely to be much new work done at either the Acadia or the Vale collieries.

Some two years ago new capital and new blood was imparted into the company. The blood, as yet may not be coursing through the arteries, but the effects of the additional capital are visible in the magnitude of the operations being carried on at the Albion-Slopes and the Allan Shafts. An issue or two ago some details of the great work done at the Albion was related, and shortly we expect to give details of the work being done and contemplated at the Allan Shafts. The full fruit of the expenditures at these collieries may not be looked for in 1912, but following that year a trebling of the present production should be looked for. At any rate a very large production must be had to justify the expenditure. This year the shipments should reach 450,000 tons.

#### NOVA SCOTIA STEEL & COAL CO.

This company, the second largest producer, should show shipments of 900,000 tons. The pit damaged by explosion beginning of 1911 is now back to normal and should resume its place as a big producer. There are no new collieries contemplated at the present moment as it is expected some arrangement will be come to between 'Scotia' and the Dominion Coal Co., as to the former being permitted an entrance to their sub-marine areas through the latter territory. It is greatly to be hoped that some amicable arrangement will be entered into that will be in the interest of both companies and of the province. If no working agreement can be arrived at there may be 'developments.'

#### INTERCOLONIAL COAL CO.

The addition of more boiler power and of a big new heavy winding engine should materially increase the output from the Drummond. This old stager is still able to do stunts that show some of its younger and more pretentious rivals what an old stager can do. The Drummond is not a bit ashamed that it did not make its exit years ago to oblige prophetic geologists who had measured its days by 'fault' deductions. It is expected that this year the Drummond will establish a record. Just think of it. A colliery nigh fifty years old showing its heels to a half dozen professional youthful athletes.

#### INVERNESS RY. AND COAL CO.

At the Inverness colliery no immediate expansion of business is looked for. There is but one mine in operation, and it cannot well be pressed for an increased output. Not until new ground is broken can increased output be looked for. There are many unworked areas in the vicinity of Inverness, but it seems the owners will either not part with them at all at present, or only at prices that are held to be prohibitive. It is a great pity McKenzie and Mann cannot get more territory as they are willing to expend much money in extensions of their railway and colliery plant.

#### MARITIME COAL AND RAILWAY CO.

The Maritime Coal and Railway Co. should do a fair business this year, probably forty or fifty thousand tons better than last. Mr Geo. B. Burchell is now Gen'l Manager, and under his energetic management both the Joggins and Chignecto should enter upon a forward movement. The Joggins has done very well indeed the last two years, but with improved mining, shipping, and transportation facilities, it should surprise itself in future.

The Colonial Co's. mine at Little Bras D'Or now that the briquetting plant is installed, should add to the Provincial royalty this year a few thousand dollars. The McKay mines and the 'Greener' at North Sydney will make their average sales and the smaller mines in Cumberland should at least hold their own. The RECORD hears of no new openings nor of contemplated openings of the three submarine mines at Mabou, Port Hood, and Port Morien.

It is most regrettable that the number of fatal accidents is out of all proportion to the numbers of men employed, or the quantity of coal raised, when placed in comparison with those of other coal producing countries. Unsavory in this respect as the reputation of the United States is, it seems as if Canada's was even worse. In the two counties of Cape Breton and Pictou alone accidents are responsible for the loss of over forty lives. It is hard to determine the reason for this. We venture the opinion that the chief blame rests on disobedience of orders and lack of rigid discipline.

The monthly shipments of the larger collieries and the totals for the past year will be found on another page. The following are the anticipated shipments for 1912:

#### C. B. COUNTY.

Dominion Coal Company	3,760,000	
N. S. Steel & Coal Co.	900,000	
Sydney, and Colonial Coal Co's.	75,000	4,735,000

#### PICTOU COUNTY.

Acadia Coal Company	450,000	
Intercolonial Coal Co.	300,000	750,000

#### CUMBERLAND COUNTY.

Dominion Coal Company	365,000	
Maritime Coal Ry. & Power Co.	180,000	
Other collieries	55,000	660,000

#### INVERNESS COUNTY.

Inverness Ry. & Coal Co.	225,000	225,000
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A gain of say 325,000 in C. B. 125,000 in Pictou, and 185,000 in Cumberland. A total hoped for gain of some 635,000 tons. We will not be surprised if the gain in C. B. should reach 425,000 and in Cumberland 200,000. This will bring the gain for 1912 up to 75,000 tons. Several records are looked for.

#### MARVELS AT TRENTON.

The steel works at Trenton are assuming gigantic proportions. To go through the plant with its many winding ramifications is equal to a Sabbath day's journey, made all the longer from the fact that there are no paved sidewalks, and that in wending his way, the visitor has to step over rails, laid and unladen, and in piles, and in and out, over and around, shafts and bars and mounds of steel of various shapes and many sizes. It is not our intention at this time to attempt a description of the entire plant, merely to refer to one or two things that greatly impressed us, and novelties

since our last visit. That the steel works at Trenton are able to hold their own in the face of fierce competition from the United States is due to the fact that no known economies in the matter of labor saving devices have not been appropriated. Take the turbine engine, which drives nearly all of the many machines in the main building, for instance. Are not they wonderful affairs, developing 750 H. P. without a cents cost for fuel or other motive power. How is it done. The exhaust steam from the two mill engines instead of being sent out into the air is discharged into a receiver. From the receiver, at a pressure of three pounds—never more than five—it is carried to the turbines, which, from this steam heretofore wasted, develops a speed of 1700 revolutions per minute, which ingeniously regulated, produces seven hundred and fifty horse-power, and this all from waste steam; it is wonderful.

The iron saw is also a wonder. It is no saw in the ordinary sense, but a very simple affair. There are two pipes one leading from an oxygen the other from an acetylene tank. These discharge into a double flexible tube with a common nozzle. The nozzle has attachments regulating the depth and width of the cut or sawing. From the nozzle flows the gases in combination, and so intense is the heat that the iron is cut through, into any pattern required in the twinkling of an eye. The gas distillery is in a room adjoining that in which is the 'saw.' The oxygen for the Draegar apparatus is made here and sent in tanks to Sydney mines—space is exhausted and our story is cut short.

#### THE PORT HOOD FLOODING.

To a paper read before the Cape Breton Mining Society in reference to the flooding of the Port Hood mine, Mr. A. R. McLellan—through the local paper—takes exception. As the RECORD cannot remember having noticed Mr. McLellan's opinions on this point we reproduce his remarks as to the cause of the flooding:—

"Permit me to give once more my own views with regard to the flooding of the mine, namely, that the water from the ocean never entered through the cover, and the drawing of pillars was not responsible for it but that the water entered through the acting of a 'creep' between No. 1 lift and the barrier pillar between lifts No. 4 and 5. The water from the bed of Little River entered the mine I believe between Nos. 1 and 2 levels. The cover at this point is only 221 ft. thick. Our friend states that there was water still in the holes in the bottom of the pond, though the pond itself had gone dry. This goes to show that the fissure in the measures is only a small one, and that after the greater part of the water had leaked through it, there was not sufficient weight to force the remainder through also, and the fissure gradually filled up. All needed to pump the mine out, is to build a breastwork at Little River to prevent it from flowing to the South and filling the pond. If this be done I have no doubt the mine will be safe as ever it was."

The RECORD is not in a position to say how much importance ought to attach to Mr. McLellan's opinions. He may or may not be accounted an expert, but this much must be said in their favor, that they are those of one who had practical knowledge of the mine. It seems to us that Mr. McLellan's theory is capable of easy demonstration as to its value. The question arises as to who shall

test McLellan's theory. In the RECORD's opinion the ready answer is the local government. The coal belongs to the people, and if it can be recovered the people shall be the gainers. And again we say the local government for they made more out of the mine than the unfortunate shareholders. In the Mines Department there is a new man who has to earn his spurs. Now is the opportunity of a life time. Let him embrace it, show his genius, recover Port Hood colliery, and thereby demonstrate that he is head of the Mines Department for other than to draw a snug salary and decide upon penny points of law.

The RECORD, a dozen years ago and more, and at intervals since, has stated emphatically that the strongest, most capable, in short, the wisest and ablest man in the provincial government, should be at the head of the Mines Department. And what have we had? The time has come when there must be no mincing of words. During the past thirty years there have been placed at the head of the department, men, having good qualities no doubt, but, whose training did not fit them for the position. The successive heads of the Mines Department may have been good as lawyers, nothing more. There is no necessity to give the qualifications of the several commissioners of mines. These are too well known to make that necessary. If coal mining is more or less of a success, it is not due to the genius of the several commissioners of mines. The RECORD, in calling attention to this matter, does so with a single eye, to the interests of mining in Nova Scotia. In what way has the Mines Department been of assistance to the coal mining industry? Let those answer who can. At the present it looks as if the department, instead of helping increased developments, seeks to put irritating little difficulties in its path. For instance: For three quarters of a century, since the first 'pulling billy' came to the Albion Mines to haul three ton waggons to the 'loading ground', coal for raising steam in the locomotives has been classed as coal for colliery consumption, and therefore not liable to royalty. The coal used in the locomotives employed in handling coal laden wagons from the mine to the shipping pier, can be claimed to be for colliery purposes equally with coal used at the hoisting engine boilers or at pump boilers. If coal cannot be shipped the hoisting of it from the mine is unnecessary. Allow for a moment that the point is arguable, then it falls upon those who would break a custom, in vogue for three quarters of a century, to show cause. It will, we think, tax the ingenuity of the present commissioner to give reasons that will convince all interested in the growth of the coal trade of the necessity of the innovation. We trust that the policy of the new administration will not be of the kind of which it is said, "Saving at the spigot, wasting at the bung hole." A pin pricking policy is no indication of sagacity.

### - Rubs by Rambler.

There has been many an outcry against the quality of the press despatches sent from Britain to Canada, and little wonder. Here is a sample and

let any man say who is not blinded by political bigotry, that it is not ridiculous, if he can:

"For once the mistresses and domestic servants of England are united. They refuse to 'lick stamps' for Mr. Lloyd George. The servant does not look upon her employer as an enemy any more. They have joined hands in sympathy against the common enemy, that enemy being the new Insurance bill, which the Chancellor of the Exchequer would make law, compelling servants and their mistresses each to lick six cents' worth of stamps a week toward the insurance of every servant.

"By Mr. Lloyd George's proposal the employer has either to 'dock' the servant six cents out of her wages or the servant must stick insurance stamps to the value on a sheet provided for the purpose, and the mistress must lick a like number.

"At first the idea was looked upon as a joke. 'One of master's little games,' said the domestic. But now it has given rise to a storm of indignant correspondence. Servants regard the tax as an outrage. Mistresses fear that they will have to pay the whole tax if they want to keep good servants in their employ, while the servants see that as a result they will have harder work, and fewer of them will be employed. So they have united to fight the tax. The servants look upon the 'stamp licking' business as obnoxious, to say nothing of the 'docking' of their wages, and the mistresses resent being made stamp collectors for the Chancellor of the Exchequer."

The first appalling grievance of the mistresses and maids is that they have to lick six cents worth each of postage stamps once a week. Is't it just horrid. Just fancy the time and labor involved in this herculean feat. I am just after licking thirty-six cents worth of stamps for the morning mail, and I did it in the time the mail boy was weighing a letter in an official envelope to determine how many licks it would require for transportation through his Majesty's mails, and therefore I know all about the licking of stamps and am qualified to speak. O, it was terrible. For Tuesday afternoon's mail I licked even more stamps than mentioned, but then as my attention had not been called to the severity and the exhausting nature of the operation, I never for a moment thought of all that I had done. It is wonderful how folks take some operations as a mere matter of course, and a very small occurrence in the day's routine, until they are told they are culpably expending their vital forces in slavish ill paid, unnecessary work. The government has no right - you see how rapidly my eyes have opened - to ask letter writers to lick postage stamps to place on envelopes. They ought to invent a self adhesive stamp or send a man round the houses once a day to ask the occupants if they had any stamps to lick. Either that or let them abolish stamps altogether. All must deeply sympathize with the British mistresses and maids in the farsemote task Lloyd George has laid on their shoulders. Fancy the hardship of licking six cents worth of stamps once a week. A threepenny stamp once in a hundred and sixty eight hours! The thing is horrible and should not be permitted in a christian country. If an English lady has to lick a threepenny stamp the appalling number of fifty-two times a year, let anyone say when she can have time for her chats over the telephone. As well take her all, her life, as ask her to forego the smallest abridgment of a 'tete a tete'. The despatch tells us that mistresses fear they will

have to pay the whole tax. That is, they will have to pay, in addition to their own tax, twenty-six cents a month for their servants. Now how could any British mistress possibly stand that. Such a burden is too grievous to be borne. And the servants say that on account of this six cents a week tax they will have harder work, and fewer of them will be employed. All I can say to that is, 1st., that if they do as little hard work as their sisters on this side, a little harder work will be a blessing and not a bane; and 2, if fewer will be employed on account of their mistresses having to pay the tax, then surely some servants were more ornamental than useful. Either the mistresses or the maids err in their contention. If the payment by the mistress of \$6.00 a year forces her to dispense with only one servant then she is the gainer by at least \$15.00 yearly, while the licking of stamps last.

P. S. - I forgot to say that besides licking the stamps I was compelled to lick the envelopes also. After reading the despatch and thinking over all the licking I did, I can't help wondering, however in the world I did it, and am still alive.

#### DEPARTMENTAL CLEANSING.

The following is from the Montreal Witness a good grit newspaper:—

"All Liberals will regret that the late government left to the present one the pressing task of clearing out the public departments. A good beginning was made when Messrs. Courtney, Fyche and Bazin were appointed to the task. The selection of those men showed that the Government, and particularly Mr. Brodeur whose department of Marine and Fisheries, just inherited from the Prefontaine regime, had been specially indicted, were not in search of a white-washing. Nor did they get it. No sooner had that commission lifted the lid but it clapped it on again with expressions of disgust. Owing probably to the failing health of Mr. Fyche, whose voice was dominant in the matter, that commission proved abortive. Its report simply announced that there was much that was 'ancient and fishlike' in the Fisheries Department, and implied that like conditions would be found elsewhere. Then the government named another commission, restricted in its hope of finding out what it was that smelt so bad in the Marine and Fisheries. The second commission certainly showed up a great deal, just enough indeed to suggest strongly why it was its research was not more general. We frequently appealed to the government to make a clean sweep; but it did not do so. The conditions that prevailed in the departments were largely an inheritance from long years of patronage and graft. Had the ministers' own record been such as to bear the light of day they might, one would think, have been able without much difficulty to have put a stop to the graft that was going on under them. But there are conditions under which no one dares to be severe. The only hope of reform, it would seem lay in a change of government. There may be some element of political zeal in the commission now appointed, but if ever zeal was in order to prod the lagging footsteps of righteousness it probably is here. We may now look for something thorough."

## AROUND THE COLLIERIES.

The South Cape Breton Mining Society is a thoroughly practical business institution, although it has a very strong social side, on special occasions when the weed is freely used.

In 1902 the value of American coal imported into Canada was \$14,000,000; in 1911 it was \$34,000,000. Is not that going it some. What do patriotic Canadians make of it. The coal supply of Canada is said to be inexhaustible, and yet we import away at a great rate.

There have been some changes at the Acadia Coal Co., and it is likely there will be more. Mr. C. J. Coll, to the general regret has resigned. When he may leave is as yet uncertain. Mr D. Reynolds has been appointed Mechanical Supt. at the Allan Shafts for the time being, at any rate.

About \$5,900,000 worth of American coal came into Canada in September last, and for the six months ending September the value of the American coal coming in was the big figure of twenty million, very nearly divided between bituminous and anthracite. How does that tally with "Canada for Canadians." A change of the slogan to Canada for Nova Scotia might be opportune.

The deeps of No. 7 Colliery or Hub are now under sea a distance of one and one-four miles and are still keeping their true dip. How far they may continue is problematical but no one wishes any change, as the Hub Colliery may be said to be the prospecting colliery of all the areas in the Glace Bay district. That the deeps are now as far under sea proves extensive under sea areas, and coal mining at a distance of three or four miles under the Atlantic will be a feature of Cape Breton mining in the not far distant future.

For a number of years a system of spraying the underground workings of No. 2 colliery has been conducted, and the effect of the system on the underground atmosphere specially noted. Since the investigation by the Mines Department at Halifax into the humidity of mine air, the Dominion Coal Company has bought a complete set of air testing machines for each district so that the moist condition of the mine atmosphere can be measured as readily as the volume of air passing through the mine. In addition to or it may be in place of the system of spraying carried on at No. 2, it is intended to project a jet of steam into the air as it leaves the fan for the main airways of the mine. If it is found that the steam, after cooling, is the cause of ice forming in quantity in the air shaft, the steam will be promptly shut off and water sprays set playing in each air split, at a point where the air first reaches the normal temperature of the mine. This will give perfect saturation of the mine atmosphere, and will assist, not only in retaining the natural moisture of the mine, but will greatly aid in keeping the floor, walls and roof of the mine in a moist or damp condition, thereby rendering it as safe as possible from liability to dust explosion.

It is rumored in inner circles that the Port Morien collieries were bid in the other day for and in behoof of the Dominion Coal Company. The company got plant and areas, worth a million, for seventy thousand dollars. The Dominion Coal Company is too big a concern to make money out of other peoples necessities, so the bond-holders may live in hopes that there is, after all, something coming to them.

The members of the St. Joseph Hospital Clinical Society, in other words the C. B. colliery doctors, have sprung to their feet, prompted in their action by a letter from Patriot Lodge, P. W. A., New Waterford, which criticized the doctors way of doing business, in the fee collecting line, more particularly. The RECORD does not believe in doctors running apothecaries shops, but that system probably must prevail at localities where there are no drug stores. That, however, by the way. The doctors threaten a libel suit against Patriot Lodge. Now we would not advise them to such a course. It is undignified and will leave the impression that their blue blood has been riled and their finer feelings offended. The doctors are not the only persons who have had hasty things said about them, and these others took it philosophically, as a matter of course. The doctors, before most, should have a wide knowledge of human nature, and they must know that when the bile riles men they are apt to say and do hasty things. A high spirited horse takes the whip badly; he cannot reason it out or make allowance for the action. It is different with the doctors, they are very high strung, spirited, but still they have some sense, and that should keep them from demonstrations of resentment.

At the present moment all signs point to a strike of miners in the United States next spring. It is now said that not only the anthracite miners will be affected but the bituminous as well. A strike in the United States will not be a matter of much sorrow to the Nova Scotia operators. It should at least relieve the competition in Montreal which is said to be severe at the present time. The removal of competition might enable the operators here to sell at a price that would leave a reasonable profit. The Coal Trade Journal thus refers to the views of the U. M. W. Journal regarding a strike:—

"The 'United Mine Workers' Journal' devotes a leading article to the demands of the anthracite miners, stating that the men are entitled to an increase of 20 per cent. on all wage rates and will undoubtedly receive it. It is also stated that the U. M. W. must be recognised 'as a legitimate institution,' whatever that form of recognition may mean. The settlement agreed upon in terminating the 1902 strike is referred to as impractical and idiotic. 'Aside from the mere advance in wages, the rest of the proposition was a delusion,' it is stated. Seems to us most people would not speak slightly of a 'mere advance in wages,' but the mine worker often exhibits an odd temperament."

## COAL SHIPMENTS, 1911.

—INVERNESS RY &amp; COAL CO.—

## DOMINION COAL COMPANY, LTD.

## MONTHLY SHIPMENTS.

MONTHLY SHIPMENTS.				MONTHLY SHIPMENTS.			
	1910	1911	Inc. or Dec.		1910	1911	Inc. or Dec.
January	182,411	200,921	18 510	January	20 298	19 476	822
February	159,841	186,155	26 314	February	18 592	20 182	1 653
March	171,816	231,528	59 712	March	2 611	22 252	1 611
April	200,045	201,655	1 610	April	11 912	14 565	2 653
May	248,829	350,708	101 882	May	24 336	27 476	3 140
June	339,228	399,477	60 249	June	25 977	27 041	1 064
July	332,483	375,147	42 664	July	25 597	23 145	2 452
August	351,582	415,294	63 712	August	24 212	21 130	3 082
September	366,041	374,805	8 764	September	32 078	21 707	3 71
October	351,215	368,437	17 222	October	28 112	23 479	4 633
November	282,087	297,131	15 044	November	25 182	23 916	1 266
December	177,123	217,751	40 628	December	23 756	22,302	1 454
					270 630	266 671	
	3,162,698	3,619,009				270 630	
		3,162,698					
Increase 1911		456,311		Decrease 1911		3 959	

## —ACADIA COAL CO.—

## MONTHLY SHIPMENTS.

MONTHLY SHIPMENTS.				MONTHLY SHIPMENTS.			
	1910	1911	Inc. or Dec.		1910	1911	Inc. or Dec.
January	369	6,619	6 250	January	23,534	30,247	6 713
February	1,848	6,612	4 764	February	21,553	27,371	5 818
March	2,923	6,169	3 246	March	19,630	34,604	14 974
April	3,182	6,162	2 980	April	18,762	31,267	12 505
May	3,161	6,539	3 378	May	19,531	32,431	12 900
June	4,742	13,792	9 050	June	19,785	32,279	12 494
July	5,712	20,815	15 103	July	20,390	30,425	10 035
August	7,354	24,112	16 758	August	25,360	32,801	7 441
September	6,350	25,146	18 596	September	26,506	28,309	1 803
October	8,378	29,837	21 459	October	30,001	33,476	3 475
November	7,920	30,595	22 675	November	32,447	35,116	2 669
December	7,618	29,393	21 775	December	30,718	31,161	443
	59,757	205,791			288,217	379,487	
		59,757				288,217	
Increase 1911		146,034		Increase 1911		91,270	

## —INTERCOLONIAL COAL CO.—

## MONTHLY SHIPMENTS.

## NOVA SCOTIA STEEL &amp; COAL CO, LTD.—

## MONTHLY SHIPMENTS.

MONTHLY SHIPMENTS.				MONTHLY SHIPMENTS.			
	1910	1911	Inc. or Dec.		1910	1911	Inc. or Dec.
January	45 342	32 281	13 061	January	19,084	21,775	2 691
February	29 005	23 896	5 106	February	17,484	19,709	2 285
March	29 218	27 278	1 940	March	22,115	22,816	701
April	57 157	25 041	32 116	April	20,700	20,477	223
May	81 899	77 142	4 757	May	17,906	19,435	4 022
June	87 638	83 063	4 875	June	25,465	18,435	7 030
July	84 549	71 750	11 799	July	19,304	21,886	2 582
August	100 373	79 021	21 343	August	21,380	20,162	1 78
September	83 943	95 671	11 728	September	15,980	15,742	278
October	89 548	96 381	6 833	October	17,932	18,911	979
November	77 728	74 320	3 408	November	19,065	19,869	804
December	51 162	58 358	7 196	December	20,373	17,528	2 845
	816 862	744 102			237,388	238,238	
		816 862				237,388	
Decrease 1911		72 760		Increase 1911		850	



RECAPITULATION.

CAPE BRETON COUNTY.		
Dominion Coal Co. ....	3,619,000	
N. S. Steel & Coal Co. ....	744,000	
Other Collieries .....	50,000	4,413,000
PICTOU COUNTY.		
Acadia Coal Co. ....	379,000	
Intercolonial Coal Co. ....	238,000	617,000
CUMBERLAND COUNTY.		
Springhill .....	206,000	
Joggins .....	140,000	
Other Collieries .....	50,000	396,000
INVERNESS COUNTY.		
Inverness Ry & Coal Co. ....	238,000	
Other Collieries .....	12,000	250,000
Total approximate.....		5,676,000

The mineral wealth of Canada just begins to be tapped. There may be, and it is believed there are, a thousand Cobalts in unexplored territory. To realize the unprospected nature of the country, Mr. G. A. Young, of the Geological Survey has said, 'it is only necessary to remember that the greatest asbestos deposits of the world were brought to notice by blasting the Quebec Central Railway through them; that the greatest corundum deposits, extending in a belt a hundred miles long, were found in a settled district by an officer of the survey only twelve years ago; that the Sudbury nickel deposits were discovered by putting a railway through them.'

COMPARITIVELY SLOW GROWTH.

COMPARISONS—A YANKEE TRICK.—THE AWFUL STRENGTH OF THE U. M. W.s. (MR. DRUMMOND IN CHRONICLE).

... If Nova Scotia's coal trade was a thing by itself, and that could not well be brought into comparison with the coal trade of other countries, we might experience a feeling of satisfaction, and a glow of pride, when the statement is made that the coal trade of the Province goes steadily, if slowly, on increasing, year by year and that 1911 is no exception to the rule, showing, as it will, an increase of five hundred odd thousand tons over the year preceding. Comparisons, however, have a tendency to cool our enthusiasm. These are said to be odious, yet after all, we can only arrive at sound positions by comparisons, or, if you will, by contrasts. While not inclined to take a hesitating view of the progress of our coal trade, its present position, when placed in comparison with that of other countries, gives to unbounded optimism a pause.

In the six years—1906 to 1911, both inclusive—the coal trade of the Province increased from 5,194,000 to 5,730,000 tons, an increase, in six years, of, say, eleven per cent., only. One might be able to express some satisfaction at this modest increase, were he not confronted with the fact that in five years,—1906 to 1910—(the figures for 1911 not yet being available), the imports of United States coal into Canada increased THIRTY-FIVE PER CENT. It cannot be exhilar-

ating to a Nova Scotian to be told that in the great prosperity of the Dominion, the American coal operator is, by THREE TIMES the larger participant than is the Provincial coal owner. Let it not be assumed that I am selecting the years that will best sustain my contention as to the slowness of the rate of our coal trade's increase. The increase in Nova Scotia sales in 1911 over 1908 is 180,000 tons, or less than three per cent., while the American increased sales in Canada in 1910 over 1909 were 724,000 tons, or, say, seven and a half per cent. These comparisons, so unfavorable to Nova Scotia's increase in coal sales, might be accepted without a gulp and with comparative equanimity, were there in view any apparent way out. While our trade may be increasing by the thousands, that of the American imports into Canada is increasing by tens of thousands. If one, in view of the preceding figures, is inclined to wear a dismal look, he is deserving more of sympathy or of censure?

The Yankees have the reputation of being 'cute', and they really are cuter, so far as coal is concerned, than the Bluenose or the Canuck. You don't agree with that? All right, let us keep school for a few minutes. In the first form, let us place the Chronicle staff, a mine manager or two, several mine superintendents, one or two members of Parliament, from mining Counties, and a few ordinary citizens.

School Inspector to first form: "What is the duty on foreign run-of-mine coal imported into Canada?"

The whole first form: "Fifty-three cents a ton."

S. I.: "Correct; and what is the duty on slack coal?"

F. F. simultaneously:—"Fourteen cents a ton."

S. I.:—"Correct. Now say what is the duty on American run-of-mine coal coming into Canada?"

F. F. in chorus:—"Why, 53c. of course."

S. I.:—"Wrong in fact. The sum named may be the nominal duty, but not the actual. The Americans are sharp."

F. F.:—"Well, in what way, how can or do they evade it?"

S. I.:—"Take your slates. A Montreal Power Co. orders 51,000 tons of American run-of-mine coal delivered Montreal, duty paid. How much duty should the Americans pay?"

F. F.:—"\$27,030."

S. I.:—"And how much do they pay?"

F. F.:—"The full sum to be sure."

S. I.:—"The answer is proof that you do not know the Yankees."

F. F.:—"We don't, don't we? Tell us, then, what more you know."

S. I.:—"Keep cool, then. The Americans charter a number of three-hatched steamers, capable of carrying the contract quantity. In the fore-hatches are stowed 17,000 tons of screened coal, in the mid-hatches 17,000 tons of slack coal, and in the aft hatches again 17,000 tons of screened. On the 34,000 tons of screened, they paid a duty of \$18,020 and on the 17,000 tons of slack, \$2,380, or a total of \$20,400. You said the duty on 51,000 tons of run-of-mine was \$27,030. That being so, the Yankees pocketed \$6,630, which should have gone into the Federal treasury."

F. F.:—"But you said 51,000 tons of run-of-mine. Screened coal is not run-of-mine, neither is slack."

S. I.:—"Ah! As I said, you don't know the Yankee. The coal was screened coal and slack coal, while it was in the steamer, but when loaded into the cars or carts, at Montreal, it had all become run-of-mine."

F. F.:—"O, ho, ho!"

S. I.:—"You need not express your unbelief. It is accomplished in this fashion. A bucketful from the

fork hatch is first dropped into the car, then a bucket of slack from the mid hatch, and then a bucket from the aft hatch—two buckets of screened to one of slack making, in effect, run-of-mine coal."

After reading the foregoing it may be asked: "Is the law being evaded?" That is just according to how one looks at it. The procedure may violate the intention of the law, but not the letter, for there is nothing in the tariff to prevent the consignors or the consignees mixing screened and slack, in any proportion, when making or taking delivery. From this, it will be gathered that the actual duty on importations of American bituminous, is not fifty-three cents but forty—that is, in all such instances as the one narrated. Had the tariff been reduced to forty-five cents, the Americans would be getting off with an actual duty of thirty-four and two-thirds cents per ton. The three members from the mining counties might set their wits in action in an effort to devise a scheme which would circumvent this rather clever Yankee trick.

Since the termination of the Springhill strike, peace has reigned at the collieries. The effects of the strike are still visible in the reduced shipments from these mines, as compared with the years preceding the trouble. Further labor troubles, at the mines in Nova Scotia, are not soon looked for, as the disturbing U. M. W. element is rapidly losing force. For the sake of those papers, and those politicians, whose policy is largely shaped by the direction in which the cat is likely to jump, I will give some figures, as to the much boasted U. M. W. strength in Nova Scotia, which may be illuminating. The figures are official, and therefore supposedly reliable. The per capita tax from the lodges at Glace Bay, the largest town in Nova Scotia, is given as \$7.25. This divided by three gives \$2.40, divided into quarter dollars, the dues being 25c. monthly, we have a grand average membership, from the largest town, mark you, and from the seat of the U. M. W. government,—of NEARLY TEN members. The average membership of Reserve and Bridgeport is in each case LESS than TEN. The average membership of Dominion No. 6, a supposedly unscalable fortress of the U. M. W.,—is a little over SEVENTEEN. The Joggins has a membership of forty, Sydney Mines eighty-five, for two lodges, and Springhill, the grand centre, 168.

And this is the valiant order that published broadcast its total repudiation of the agreement entered into between the Dominion Coal Co. and the Provincial Workmen's Association, an order that represents but one in eight of the employees at Springhill; one in twenty of the workmen at the Joggins, and at Sydney Mines; one in twenty-five of the workmen at Dominion No. 6; one in thirty at Bridgeport; one in thirty-five at Caledonia; one in eighty at Reserve, and one in one hundred and fifty at Glace Bay,—a veritable illustration of the old saw: "The leaner the pig the louder the grunt," a sentence that flows more freely than this other: "Empty vessels give the loudest sound." The total membership, in Nova Scotia, of the nobly U. M. W. for the quarter ending October last, was 352, A LESS TOTAL MEMBERSHIP THAN IS CLAIMED FOR EACH OF TWO OR THREE OF THE INDIVIDUAL LODGES of the staunch little P. W. A. Let the politicians, let John Mitchell, White and the American Federation of Labor put these facts in their pipes and reflectively smoke them. Three years ago the American Federation of Labor banned all National unions, and a short time since it again banned and doubly damned the P. W. A. because it would not "down."

(Continued from page 10.)

be a surprise to many Nova Scotians. In making so sweeping a statement, I speak, I believe, within the truth. Let me explain: Should a member of the society—and all the workmen are supposed to be members—become temporarily incapable of work through accident or sickness, he is entitled to receive the comparatively large allowance of \$6.00 per week for six months. If his disability extends beyond that time he gets \$3.00 for the second six months, and after that \$2.00 per week for two years. After three years disability the allowance is determined by the managers of the society.

The provision for the widows and children, of victims of accidents or sickness, is on an equally liberal scale. In some instances the widow and children may be the recipients of as much as \$2,500, as the following scale of allowances show:—Lump sum on death of a member, \$100.00

Widow's allowance for 5 years at \$8 a month, Children's allowance \$3.00 per month per child until such child shall reach the age of 14.

Towards the maintenance of this really useful benefit society, the Dominion Coal company contributes fifty cents per member per month, each employee a similar amount—except boys—who pay twenty-five cents, and the government, say, ten cents, or the equivalent of three-tenths of a cent per ton on all coal sold, as fixed by statute and applicable to all the collieries in Nova Scotia.

To "run" the society costs a dollar or a dollar and not quite a cent, to be exact, per member per month. The society from these three sources of revenue can not only pay its way, but put away a surplus yearly of some \$9,000.

The present surplus of the society is \$125,000, due in large part to a handsome donation from the president of the company, Mr. Plummer. After the surplus has reached a quarter of a million dollars, a question to be decided is, "Shall it be invested against the possibility of another dread accident such as befell the Drummond colliery, the Foord pit and the Springhill mines, or shall it be applied towards an old age pension scheme?"

There is no strain in the present relations between operators and men. If it might be a trifle fanciful to call such cordial, it certainly can be said they are in no sense disquieting. For the reason then, that there is no active discontent, as one interested in the coal trade, and all pertaining to its prosperity, I regret exceedingly that The Herald, a few weeks ago, deemed it not unfitting, and not untimely, to publish resolutions, passed by a disreputable body of irresponsible styling themselves the American Federation of Labor, grossly defamatory, of a vast majority of the workers at our collieries. Very many were grieved that The Herald permitted publication of so vile and vicious abuse of our colliery workers, without one word of reproof or token of resentment.

To call the thousands of members of the P. W. A. as fine, intelligent and progressive a body of workmen as may be found in any country, scabs, traitors and enemies of labor, was so gross an insult that it should have been spurned a plea in the columns of The Herald, a newspaper accounted to be the spokesman for one of the great political parties. Surely the Herald can

have no sympathy with the exponents of a unionism which stops short at no measures, fair or foul, to accomplish its ends. The Herald ought to be, at least, a little, acquainted with the history of the P. W. A.; have some knowledge of the great and good work it has accomplished; of the reasonable, common sense methods it has employed in obtaining concessions from the employers, and in securing measures which have resulted in a wonderful uplift of our mining population. The Herald should know of the respect in which the P. W. A. is held by all who have taken time and thought to compare its methods, at most times consistent with reason and comfortable to equity with the indefensible, violent proceedings of certain other trades unions.

The Herald should know better than many what the P. W. A. has always stood for, still stands for. Over thirty years ago, the ritual of the P. W. A., in which its workings are laid bare, was printed in the Herald office and pronounced by its staff—Mr. Burgoyne being a member—excellent. Indeed did the Herald realize that, had not a letter, on the Springhill strike of 1879 appeared in its columns in August of that year, there had probably never been a union of workmen under the name of the Provincial Workmen's association, it might look with kinder eyes on the home union and not be so obsessed, seemingly, with the idea that only "far away birds have fine feathers."

Now that the province is quit, well quit of the alien order, with the exception of a few scattered, misshapen fragments, all efforts, The Herald's included, should be bent on bringing employers and employed still closer together, in kinder intercourse. I trust the Herald will accept this criticism gracefully, and be able to exclaim: "Sweet are the wounds of a friend." If it can and does, then it will be accorded the credit of being the first to swallow that kind of "sweet" without a sort of very sour look.

The year 1912 is full of promise. Allowing no more than the natural increase, the shipments should reach six and a quarter million tons. Some look for much larger shipments than that. Cape Breton should increase her sales at least 400,000 tons, Cumberland 150,000 tons and Pictou 75,000 tons, or a total of 625,000 tons. Little increase can be expected from Inverness county unless the unexpected happens.

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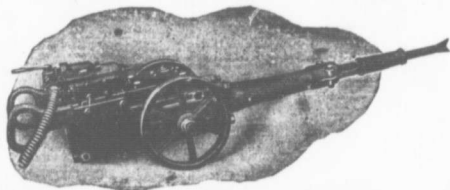
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M	A. M.		M	A. M.
P. M.	8 30	P. TUPPER JUNCTION	P. M.	8 2
8 25	10 30	INVERNESS JCT	8 45	11 40
8 37	10 29	PORT HASTINGS	9 50	11 06
8 50	10 12	PORT HASTINGS	10 08	11 20
P. M.	10 07		10 15	11 30
9 07		TROY		A. M.
9 44		CREIGNISH	4 25	
9 27		CHALMORH	4 28	
9 08		JUMBLE	4 30	
8 35		CATHERINE'S POND	5 00	
8 41			5 18	
8 35		PORT HOOD	5 22	
8 21		GLENSHIE	5 28	
7 54		MADOU	6 00	
7 40		GLENDYFF	6 16	
7 24		BLAIR RIVER	6 28	
7 12		STRATHLOUNE	6 48	
6 45		INVERNESS	7 00	
A. M.			7 10	

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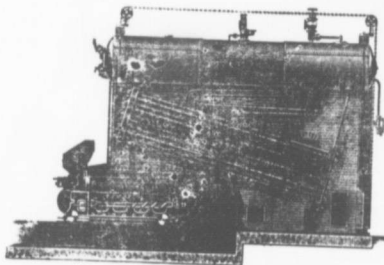
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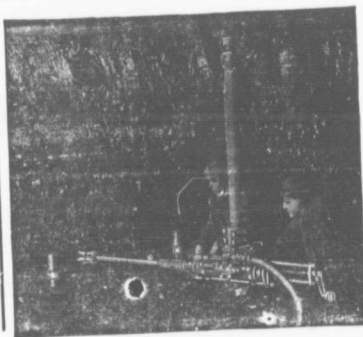
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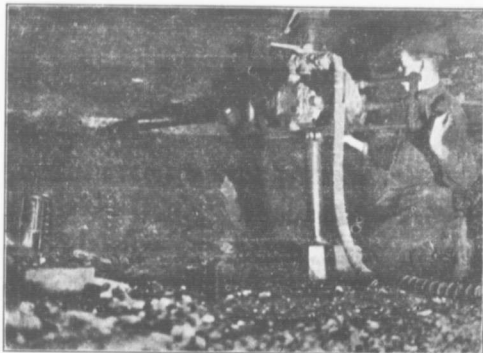
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