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New Series Vol. 9 No. 23 June 12th. 1907 STELLARTON, N. S.

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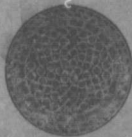
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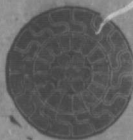
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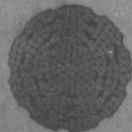
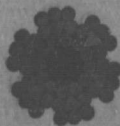
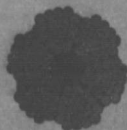
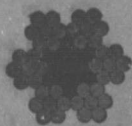
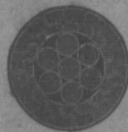
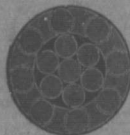
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Locked Coil Aerial Cable or Colliery Guide.



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DRAWERS OF all Sections of **HIGH CLASS STEEL-WIRE.**

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Blasting and Sporting Powder, Pellet and Grained Powder for Coal Mining.

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High Grade Miners Tools,

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coal co. Limited, skill-
ed coal miners and
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Apply on the works Or by letter

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Genuine Garlock Packings

FOR ALL PURPOSES.

Pipe and Boiler Coverings,
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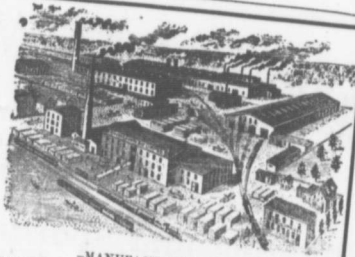
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Produced.

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For Marsaut, Muesle Deflector or Closed Lamp

PURE WHITE FLAME LOW PRICE
E. WOLASTON, Dutten St MANCHESTER
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CARS,
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A SPECIALTY.
Large Stocks of Foreign and Domestic Lumber on Sale.
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INTERCOLONIAL RAILWAY

On and after MONDAY, April 10 1907 trains run daily, Sunday excepted, as follows:—

—TRAINS LEAVE STELLARTON—

| | |
|---|-------|
| No 144 Mixed for Hopewell..... | 5.55 |
| No 79 Mixed for Trenton..... | 6.25 |
| 79 Mixed for Hopewell..... | 6.35 |
| 14 Express for Halifax, and St. John..... | 7.40 |
| 21 Mixed for Pictou Landing..... | 7.45 |
| 62 Mixed for Pictou..... | 7.45 |
| 65 Mixed for Mulgrave..... | 7.45 |
| 19 Express for Sydney..... | 8.30 |
| 38 Mixed for Pictou..... | 11.10 |
| 56 Mixed for Truro..... | 11.15 |
| 120 Mixed for New Glasgow..... | 12.55 |
| 30 Express for Halifax and Montreal..... | 13.40 |
| 140 Mixed for Pictou..... | 13.44 |
| 101 Mixed for Pictou Landing..... | 13.50 |
| 85 Express for the Sydney..... | 16.40 |
| 82 Mixed for Ho swell..... | 17.05 |
| 66 Mixed for New Glasgow..... | 18.10 |
| 36 Express for Halifax and St. John..... | 18.20 |
| 17 Express for Halifax..... | 19.50 |
| 60 Express for Pictou..... | 21.25 |

—TRAINS ARRIVE AT STELLARTON—

| | |
|---|-------|
| 79 Mixed from Hopewell..... | 6.30 |
| 78 Mixed from Trenton..... | 6.55 |
| 61 Express from New Glasgow..... | 7.30 |
| 21 Mixed from Hopewell..... | 7.35 |
| 100 Mixed from Truro..... | 7.55 |
| 35 Mixed from Pictou Landing..... | 8.00 |
| 37 Mixed from Pictou..... | 8.20 |
| 66 Mixed from Mulgrave..... | 10.55 |
| 19 Express from Halifax and St. John..... | 10.55 |
| 120 Mixed from Sydney..... | 12.35 |
| 30 Express from Halifax..... | 13.00 |
| 32 Mixed from Halifax and St. John..... | 13.35 |
| 77 Mixed from Pictou Landing..... | 17.00 |
| 78 Mixed from Hopewell..... | 18.10 |
| 80 Express from Pictou..... | 18.45 |
| 62 Express from the Sydney..... | 19.25 |
| 65 Express from New Glasgow..... | 19.45 |
| 17 Express from St. John and Halifax..... | 21.25 |

All trains are run by Atlantic Standard time. Twenty four O'clock is mid-night, Moncton, N. B. April 8th, 1907.

Parlor Cars between Halifax and Sydney. Dining Car on No. 56 train between Halifax and Mulgrave, on No. 20 train between Mulgrave and South River, on No. 19 train between South River and Mulgrave. On 85 train between Mulgrave and Halifax.

**WIRE
ROPE**

**HIGH GRADE WIRE ROPES FOR
Hoisting, Haulage, and Colliery Purposes.**
Manufactured by **Dominion Wire Rope Co., Ltd., MONTREAL.**
AUSTEN BROS.—HALIFAX AGENTS.

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STEEL CASTINGS
FORGINGS,
SPRINGS,
FROGS,
CROSSINGS,

We make a Speciality of cast Steel WHEELS
and other
Steel Castings for **MINING PURPOSES.**

INTERLOCKING SWITCH AND SIGNAL Plants.

(Under the patents of Saxby & Farmer, Limited, of London Eng)
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Works, South 23d, 24th, Jane and Mary Streets.

Office, 2227 Jane Street.

Screens, Screen Bars, Screening Plants Complete,
Car Dumps, Cars, Car Wheels, Larry Wagons, Hitchings, Etc.

LET US SUBMIT PLANS AND ESTIMATES.

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Coal and Coke Works Equipment.

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'Gartcraig' Scotch Fire Brick,

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MERCHANT BARS,
SHEETS AND PLATES—From 12 gauge up to 1 inch thick. Any Widths
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HEAVY FORGINGS, HAMMERED SHAFTS
... NOTHING REQUIRED IN CANADA TOO LARGE FOR US. ...

Steam and Electric Car Axles

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Tee Rails - 12, 18, and 28 lbs per yard

Scotia Pig Iron for Foundry Use.

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COLLIERIES :
SYDNEY MINES

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SHIPPING PORT
NORTH SYDNEY.

An Unsurpassed Evaporating Coal.

Highest in Carbon, Lowest in Ash,
Unrivalled Facilities for Bunkering at North Sydney.

The Best House Coal.

The Best Steam Coal

QUICK DISPATCH LOADING—BEST RESULTS STEAMING.
Two points that always appeal to Shipowners.

—SAILING VESSELS LOADED PROMPTLY.—

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Steady Employment, Good Wages,
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The New Brunswick Provincial Government will give 10 Acres of Land FREE to Coal Miners who will settle at Minto, N. B. The conditions being the erection of a house and the occupation of the land for three years, and working in any of the Mines. For further information apply

to **W. C. HUNTER, Manager,**
New Brunswick Coal and Railway, (operated for the province of New Brunswick by a Government Commission,) Norton, N. B.

Coal Miners Wanted

—at—

Minto Mines. Minto N. B.

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Mining & Mill Supplies.

Valves,
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Boiler
Tubes,
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Plates,
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Tees, etc.
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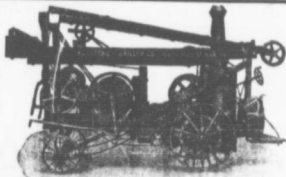
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—of every—
Description.

Iron Pipe for

Mining Purposes.

—Catalogues and Prices on Application.—

THOMAS ROBERTSON & CO.,
—LIMITED,—
MONTREAL, QUE.
—Established 1852—



The KEYSTONE

Percussion Core Drill Attachment
is an economical appliance for
TESTING COAL LANDS.

It can be used in connection with any good "churn" drill, but operates best on the long-stroke KEYSTONE, thus making the cheapest and quickest method of boring to be found.

In operation a hole is sunk to the coal with the ordinary Rock Bit. The Bit and Stem are then removed and the Coring Attachment put on in their place. It takes a 4 ft. core out of the Softest as well as the Hardest part of the vein. Avoids all delay and expense of "rods" water wash, diamonds, shot, and heavy operating mechanism.

Price of Complete Attachment
\$200.00

Catalog No. 2 B. is a book on the subject.
We make Water, Oil & Test Well Drillers
for all depths and purposes.

Keystone Driller Co. Beaver Falls, Pa.

ONE MAN'S VIEW. A well-known mining man recently finished an inspection of the ANTHRACITE coal fields of Pennsylvania. When asked what impressed him most, he said:

"The acidity of the water, and the fact that of all the pumps I saw there two out of three were Jeausville Pumps."

An indication at least that we know how to handle the acid water problem.

When you send us the lift and quantity of water and the available power, we will send you complete information about what we can do for you.

Our bulletin No. 8, fresh from the printer, is full of up-to-date information. Write for it now before you forget.

Jeausville Iron Works Co.,
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NOVA SCOTIA.
Mines of Gold, Silver, Coal,
Iron, Copper, Lead, Etc.

Titles direct from the Crown
 At Moderate Royalties.

GOLD AND SILVER.

Licenses are issued for prospecting for Gold and Silver for a term of twelve months. They comprise areas 150 by 250 feet, and any number can be obtained, at a cost of 50 cents per area. Licenses of any number of areas can be obtained, at a cost of \$2.00 per area, for a term of 40 years; subject to an annual rental of 50 cents per area.

Licenses are issued to quartz mills, which make returns and pay royalty on the gold at the rate of two per cent, on milled Gold, valued at \$19.00 per oz.

Minerals other than
Gold and Silver.

—LICENSES TO SEARCH—

over five square miles for eighteen months, cost \$30.00; leases for four renewable terms of twenty years each can be selected from them at a cost of \$50.00, and are subject to an annual rental of \$30.00

All titles, transfers, etc., are recorded free of charge by the Department. The royalty on coal is 10 cents per long ton, and on other minerals in proportion.

The Gold District covers over three thousand square miles, and the deposits of coal iron ore, etc., are practically unlimited.

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HON. W. T. PIPES,

Commissioner of Public Works and Mines, HALIFAX, N S

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Operating the **MINUDIE MINES** in the Celebrated **CUMBERLAND COAL FIELD**

Producers of High Class **SCREENED COAL, ROUND, RUN-MINE, SLACK.**

The best for Foundry or Furnace, Locomotive or

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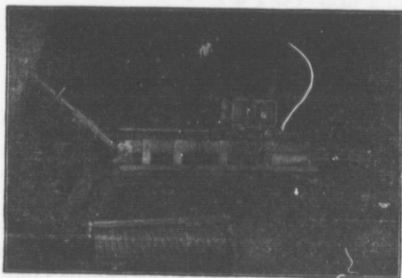
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RIVER HEBERT, N. S.

Mine Manager—HY. McCARTHER. Business Manager R. S. HIBBARD, River Hebert, N. S.
Geo. H. BISSET Sec'y Treas Head Office, Ground Floor, Temple Building, Montreal.



Electric Coal Mining Machines.



Operating in the Mines of Carleton Coal and Coke Co

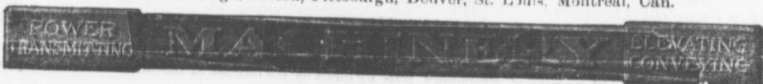
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Electric Locomotives, No. 10.

Complete Mine Equipment.

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New York, Chicago, Boston, Pittsburgh, Denver, St. Louis, Montreal, Can.



Sullivan Rock Drills.

Costs less for Maintenance,
and drill faster than any
other Drill on the Market.
May we tell you why?

CATALOGUE 51.

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I. Matheson & Co. Limited, Agents. New Glasgow, N. S.

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WALKER BROTHERS (WIGAN,) LIMITED

Wigan, England.

Air Compressors, Ventilating Fans, Winding Engines.

Largest Air Compressors in Canada are of

Walker Brothers (Wigan) Limited, Manufacture.

The following companies have installed **WALKER BROTHERS** Air Compressors, in capacity
Ranging up to 6300 cubic feet of free air per minute, all of which are provided
with **WALKER PATENT AIR VALVES**.

DOMINION COAL COMPANY, Ltd.

DOMINION IRON & STEEL CO., Ltd.

INTERCOLONIAL COAL MINING CO., Ltd.

NOVA SCOTIA STEEL & COAL CO., Ltd

BELMONT GOLD MINE Ltd.

CAPE BRETON COAL IRON & RY. CO. Ltd

SOLE CANADIAN
REPRESENTATIVES

PEACOCK BROTHERS

CANADA LIFE B'L'G
MONTREAL, P. Q.

The Halifax longshoremen were successful in their strike, coming out in this respect ahead of their striking confreres in New York and Montreal.

The Irish Bill was dropped in the Imperial Parliament. In its place will be introduced an evicted tenants' restoration bill, with powers of compulsory purchase.

Reliable crop reports from the Canadian west are optimistic for another year of plenty in cereal production. The aggregate acreage will probably be in excess of last year owing to the large number of newcomers settling in Alberta and Saskatchewan. The acreage in Manitoba is slightly lower than that of a year ago, but it is easily offset by the increase in the other two western provinces.

7th...
MARITIME MINING RECORD

Vol. 9, No. 23. Stellarton, N. S., June 12th. 1907. New Series

EXAMINATION, 1906

COAL DUST.

(By William Hadley, Springhill.)

Wm. Hadley, Springhill, writes:—"I noticed in the Record that the candidate whose papers you have published has not worked out the whole of Question 5 in the Surveying paper. Probably there was not sufficient time for the candidate to rewrite the answer. As I think the question worked out might be helpful, I send the following:

Ques.—The main entry from the bottom of the shaft runs due North 3600 feet. A cross entry is started due East at a distance of 200 feet from the face, and driven 2,465 feet. What length of roadway started 250 feet from the shaft will be required to connect with face of the cross entry, and what will be the bearing of this connecting roadway?

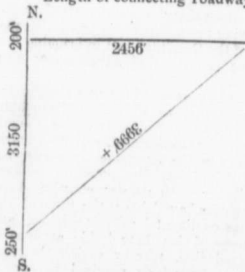
Ans.— $\sqrt{3150^2 + 2465^2}$ = Slant.

| | |
|----------|---------|
| 3150 | 2465 |
| 3150 | 2465 |
| 157500 | 12325 |
| 3150 | 14790 |
| 9450 | 9860 |
| 9922500 | 4930 |
| 6076225 | 6076225 |
| 15998725 | |

15998725 (3999 feet.

| | | |
|------|---|-------|
| 69 | 9 | 699 |
| | | 621 |
| 789 | | 7887 |
| | | 7101 |
| 7989 | | 78725 |
| | | 71901 |
| | | 6824 |

Length of connecting roadway is 3999 feet +



Course, N. 38° 15' E. Ans. West 5°

It is now almost trite to say that coal dust plays a very important part in a colliery explosion. But it is only within the last few years that this fact has become generally acknowledged. Thirty years ago the idea that coal dust was explosive would have been generally ridiculed, nevertheless scientific men have always recognized that coal dust might be inflamed by an explosion and so increase the disastrous effects. Some French engineers and chemists seem to have been among the first to suspect that coal dust itself might be the chief source of danger in a colliery explosion. As long ago as 1804 Monsiev Verpillier compared a colliery explosion to the firing of a gun, suggesting that coal dust represented the gunpowder and firedamp the priming. To people accustomed to dusty mines where candles and blazing lamps are freely used, gunpowder shots discharged and furnaces employed for ventilation, it seems strange to assert that coal dust is explosive, where the experience of a life time seems to controvert the statement. If, however, the subject is considered there seems no reason why coal dust should not explode. Because a mixture of coal dust and air has much of the same composition as a mixture of fire-damp and air, or as gunpowder. The composition of these substances may be stated as follows:

| | Gunpowder | Firedamp & Air | Coal Dust & Air |
|-----------|-----------|----------------|-----------------|
| Carbon | 10.88 | 4.00 | 6.45 |
| Hydrogen | 0.00 | 1.60 | 0.40 |
| Oxygen | 36.96 | 20.80 | 20.06 |
| Nitrogen | 10.30 | 72.70 | 72.20 |
| Potassium | 28.07 | | |
| Sulphur | 12.80 | | 0.10 |
| Ash | 0.40 | | 0.25 |

When gunpowder is burnt or exploded the heat is produced by the union of Carbon with the Oxygen; when fire-damp is burnt or exploded, the heat is produced by the combustion of Carbon and Hydrogen with the Oxygen, and when coal dust is burnt the heat is produced by combination of Carbon Hydrogen and Oxygen. The reason why fire-damp and air are explosive is that the nature of the gases are such that the particles of Carboretted Hydrogen can be mixed with the Oxygen, so that exceedingly minute particles of one gas are in contact with particles of the other gas, and there is nothing to prevent instantaneous union of the two gases. In October 1886, at the West Riding colliery, Yorkshire, England, there was an explosion and the verdict returned by the jury after a careful enquiry was to the effect that the explosion was one of coal dust, ignited by a blown out shot. The colliery had the reputation of being very well managed and very well ventilated, being worked with naked lights for twenty years, but safety lamps had

been introduced before the explosion as an extra precaution. The evidence showed that immediately before the explosion the mine was entirely free from firedamp, in any of the main roads or working places. The evidence also shows that the main haulage roads had in them a great quantity of coal dust, some of which was of an exceedingly fine character and when stirred up would float in the air in thick clouds. On the night of the explosion some men were working making one of the haulage roads wider, and to do this gun powder was used, no Two shots were fired and after the third shot occurred the disastrous explosion. The suggestion is that the first two shots helped to shake up the dust, and the third shot having a long flame in consequence of being partially blown out, ignited the compound of dust and air. It appears that the men engaged on this work were killed by the explosion but it does not appear to have been violent at that place, as the timbers were not disturbed. But at a short distance both in-by and out-by signs of great violence were apparent and signs of violence were stronger going towards the down cast shaft. About the shaft survivors of the explosion observed a mass of flame and a great column of dust was thrown out of the top of the shaft. The effects of the explosion traversed through watering the horses and in no case was it observed to reach the working face, and in no case were there any effects of an explosion in the return airways. At the place where the shots were fired 40,000 to 50,000 cubic feet of fresh air per minute was passing, and it was quite beyond experience or imagination to suppose that there could be fire-damp at this place, but even if there was a trace of fire-damp it was impossible to suppose there was any considerable quantity. If there had been any accumulations of fire-damp it would in all probability be near the working face, because here would be cavities in the goaf not filled up where gas might easily lodge and here would be gases issuing from the coal. But if there had been fire-damp issuing at the face or in the goaf there would have been some evidences of explosion or combustion there, but as a matter of fact there were none. But all the evidences of explosion and combustion were along the haulage roads, where there was fresh air from the D. C. shaft and coal dust. But the conclusion seems to be irresistible that this was an explosion of coal dust, without the presence of fire-damp.

SOME RECENT DECISIONS.

(Labor Gazette.)

As a result of certain differences between the Montreal Light Heat and Power Co. and its gas works employees, Simon Oranski was condemned by Police Magistrate Lafontaine in the amount of \$1 and costs (in all \$10) for assaulting John Bourslois, one of the workmen who refused to join in a strike, while the latter was on the way to his home. In addition, the Magistrate informed Oranski that if he or others came up again for a like offence, they would not be shown so much consideration.

In the important case of the Metallic Roofing Co'y. of Canada vs. Local Union No. 30 of the Amalgamated Sheet Metal Workers, International Association, relating to the funds of the incorporated unions, which has been dealt with in full from time to time in the 'Labour Gazette', the Court of Appeal for Ontario has affirmed the judgement of the Divisional Court, which held that the withdrawal of the men in the midst of their work by

the combined action of defendants was oppressive and unfair to plaintiffs, and that there was in effect a boycotting of plaintiffs' goods, and that the loss which resulted to plaintiffs was not overestimated at \$7,500.

Plaintiff, a machaist of St. Thomas, entered into an agreement in June, 1906, with the defendant, a manufacturer of Tilsonburg, to perform the duties of chief machinist in the engine works of defendant at a salary of \$677.00 per annum and a portion of the profits of the business. Plaintiff continued to work for defendant until October, 1906, when, as he alleged, he was dismissed without notice. He thereupon brought an action to recover \$2000.00 damages for wrongful dismissal. Defendant set up that he had the right to dismiss plaintiff at any time, and that plaintiff refused to obey orders and was incompetent. At the trial the Judge of the County Court of Elgin adopted defendant's contentions and dismissed the action, but on an appeal a Divisional Court reversed this decision and, holding that plaintiff could not be dismissed without reasonable notice, gave judgement in his favour for \$1500.00 and costs.

Sanford Blake, a striking cabman, was fined at Toronto, \$10.00 and costs for shouting 'scab' at Robert Hurst, a licensed cab driver in the employ of Patrick Maher, as he was driving in a funeral.

DR. BELL OF THE GEOLOGICAL SURVEY.

(Ottawa Free Press.)

Dr. Bell's extensive work during his long connection with our Geological Survey has been of an original and practical character, and has been carried on largely in the wilder parts of the Dominion. Great zeal, perseverance and patience, as well as courage and endurance, were required for its successful execution. Very extensive topographical and geological explorations and actual surveys were made, comprising sea coasts, many of the larger rivers and great numbers of the smaller ones, as well as hundreds of lakes, all over the territory northward nearly to the Arctic Circle. The performance of these duties involved innumerable risks and much hardship and suffering from fatigue, cold, wet and hunger. In connection with the foregoing work, investigations were constantly made as to the mineral resources, the forests, the contour of the country, the soil, the climate, the fisheries, the fauna and flora in general, and everything which might constitute the natural wealth of these immense and almost unknown regions. Dr. Bell's great opportunities have enabled him to publish several valuable papers and maps on the forestry of Canada. It is everywhere acknowledged that the outcome of this pioneer work is now proving most valuable in promoting the rapid development of the Dominion and in bringing the country to its present condition of advancement and prosperity.

Amongst the most important advantages already derived from Dr. Bell's surveys and maps have been their use in the general location of parts of the Canadian Pacific Railway, and of long stretches of the Grand Trunk Pacific Railway in the extensive territories between Quebec and Winnipeg. His numerous reports describing accurately our north country constituted a 'mountain of information,' available at the time of the inception of the trans-continental railway scheme, and enabled the parliament of Canada to decide, at once to construct the proposed line, thereby saving the time which would otherwise have been required to exploit the country before this enterprise could have been authorized with any degree of confidence.

MARITIME MINING RECORD.

The MARITIME MINING RECORD is published the second and fourth Wednesday in each month.

The RECORD is devoted to the Mining—particularly Coal Mining—Industries of the Maritime Provinces.

Advertising rates, which are moderate, may be had on application.

Subscription \$1.00 a year. Single Copies 5 cents.

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

JUNE 12

THE INDUSTRIAL DISPUTES.

We shall all be glad if the new Industrial Disputes Investigation Act accomplished, even in part, the good for which it was enacted. But it may not be in the best interests of the Act itself that it should get credit to which it may not rightly be entitled. In the last issue of the Labor Gazette appears the following, in reference to the stoppage of work at Springhill the beginning of April, when the union men stopped work in order to induce those out of union to join the P. W. A.:

"These telegrams were read by the Minister of Labour in the House of Commons on April 8th. Under the circumstances the establishment of the Board was not further proceeded with.

It appears that the men in suspending work in the mines at Springhill had been under the impression that the new legislation did not apply to the Province of Nova Scotia. They had not intended infringing its provisions, and when, as a result of enquiries addressed to the Department of Labour, they were assured that Nova Scotia was included in the scope of the Act, together with every other province in Canada, they returned to work without further delay. A few days subsequently, according to reports furnished to the Department, the non-unionists were persuaded to join the Provincial Workmen's Association, and the object of the unionists was thus attained."

Sometimes ones memory fails him, but our recollection of the incident is not that the men returned to work as soon as they were assured that the Act applied to Nova Scotia. Our impression was that they went back to work—to put it tersely as soon as they were ready—or in longer sentence, they went back to work after they had succeeded in inducing all the non unionists to become members of one or other of the lodges. That is the impression remaining in our minds of the incident, and if the impression is correct then it follows that the Act played no part in the men returning to work. It is too early to judge of the merits of the Act. It has proven a success in one or two instances, and in an instance or two it has proven a disappointment. There are those inclined to the view that the Act cannot become a pronounced success until the federal authorities assume the responsibility of enforcing its provisions, and of course there are some who say they will not do that.

THE NOVA SCOTIA STEEL & COAL CO'S. NEW FORGE.

In order to better cope with their rapidly increasing trade for their finished products, the Nova Scotia Steel & Coal Co'y. are engaged in the erection of a large new forge. The building will be 75 feet wide by 240 feet long, and will be fitted throughout with the best machinery for the rapid and economical handling of heavy axles, etc. The building will be equipped with axle hammers, furnaces, and other machinery necessary for the production of no fewer than 300 axles per day. The new building so far as sidings, trains etc. go will have a capacity double that of the present hammer and machide department.

The siding for unloading billets and loading the axles will be inside of the building, and the unloading will be done by an electric crane and magnets instead of as at present by hand, a method tedious and expensive. The axles and billets will be carried to the hammers, to and fro, entirely by electric cranes, thus doing away with a large amount of manual labor. While the costs will be reduced, the efficiency will be materially increased. Everything in and in connection with the new forge will be of the most approved type, as up-to-date as it is possible to obtain. As was stated in a previous issue the building of a forge is not the only thing the company have in view in the way of extension and improvement, but these cannot be pushed forward at the present time as the company have all that they can do in overtaking the unprecedented demand for their products pouring in from all quarters of Canada.

CONTROL OF MINING RIGHTS.

The new regulations respecting coal mining rights, the property of the Crown in Manitoba, Saskatchewan, Alberta, the Yukon Territory, and Dominion lands generally, will delight the heart of Dr. Kendall. The new regulations provide that mining rights may be leased for twenty one years at an annual rental of ten dollars an acre, payable in advance, and no tract leased shall exceed four miles in its greatest dimension. Not only that, but the lessee will not be able to assign his rights without the consent of the Minister of Interior, and actual settlers shall be entitled to buy at the pit's mouth whatever coal they may require for their own use, but not for a barter or sale, at a price not to exceed one dollar and seventy-five cents a ton. The leases issued for coal rights are to be subject to these provisions. In addition to rent a royalty of five cents a ton of two thousand pounds will be levied on the output of the mine. The regulations also prevent the holding of coal for speculative purposes, and the lands must be operated or the leases will be liable to cancellation. It will be seen, says the Montreal Witness, that the government not only fixes the price, above which the mine operator must not charge the settler at the pit's mouth, but it forbids the settler to sell or barter such coal. Supposing, however, it happened that one settler in the severest weather had plenty of coal and another had none, would a little bartering be a crime? Any way, it is all "an interference with the liberty of the subject."

- Rubs by Rambler.

Comrade the Rev. James Carruthers has been lecturing in the Cape Breton seat of socialism, Sydney Mines, on that wide and puzzling subject. Mines was the last place where I think that Sydney as to the ends and aims of socialism. It was needed plucky on our comrades part to go with his lantern and wave it in the face of the stalwarts, and those who know our good brother and comrade doubt, in a spirit of fun, clothed in a serious aspect, which is the most fitting habiliment of the socialism. Mr. Carruthers told his audience that been with us to stay. It has always stayed so long, I agree with the lecturer in holding, that it may as well stay and see the thing easier to say what socialism is not, than what it is. When he said so surely he was suffering from what "socialism is not." Has not its chief disciple on the island told us, time and again, that it was everything that is not. There are no 'nots' in its curriculum. It is a panacea for all woes, though for some only. Have you ever read through a patent medicine adv. The label claims that the if the ailment is in the diaphragm or the head, or any hinder part, it is all the same, to the medicine, it will do the trick every time. And so I thought it was with socialism, but after reading Mr. Carruthers' elucidation, with shame and factual contrition, or contraction, I have to own up that I don't know the 'game.' "Socialism is not anarchy, it is not communism, it is not equality." "The latest platform" the lecturer declared "defined socialism as an economical policy whereby every utility, such as gas, water, telegraph, telephone, and railways, should be carried on in the interest of the people themselves. It is that economic condition of a country which would give all men an equal chance". Goodness; is that all? If so, then socialism has been doing big stunts under a fictitious name. Socialism according to this definition is only municipalization. Ah: but it goes further than that, it gives each man an "equal" chance. If an equal chance means that all should have opportunities given them, to rise or advance, I am with the lecturer, but I am not sure about the 'equal' part of the business. If, as the lecturer says, there can be no equality, is it not a species of cruelty to give every one an equal chance. Would not the giving of the equal chance only result in shame and chargin to those who had not the brains, the nerve, or the ability to embrace it. I believe in every man having a fair chance, but I'll have to take the case of an "equal chance" to avizandum. The word will bother me for a while. In the parable of the talents each man had an equal chance, or had he

only what was suited best to him, a 'fair' chance. Had the man with the one talent been put on par with the one who got ten,—that would have been an equal chance—would he or would he not have made a bigger mull of the business. The inference is that the one talent was more than he could well handle, and that he would have made an awful mess of it had he been given ten talents to trade with, or been given an 'equal' chance with the first man. I take it that the parable teaches that even if men are given 'equal chances' there will at reckoning time be found to be great inequality in their relative positions. Give every man a fair chance, that is but right, but that won't settle the matter. There ever will be some who will forge far ahead and others who will lag behind.

When 'they' heard Comrade Carruthers give the latest definition of socialism as a pol'vo that would operate gas and water works, telegraphic, a cold shiver must have crept up their spines. Much good the running of these by government would benefit the workingmen. They don't use gas any in C. B. and they have 'town' water, and telegraphs, they are not business men and therefore they will make little difference to them whether they are run by corporations or municipalities. But there are the railways. So there are by the I. C. R. It is run by the government, and what have we for the running? Chiefly tales of rake offs, etc. Really what have we? We have instances high enough to send freight rates in some wall. All the big railways running out of New York, the New York Central, the New Haven and Hartford, the Pennsylvania, the Jersey Central and so on, charge, all of them if I mistake not, two cents a mile only, first class fare, while here the railway that the people themselves own charges three cents a mile, charges thirty-three per cent. more than in the United States. And mark you, the railways in the U. S. are supposed to be run in the interest of corporations and not I. C. R. in the interest of the people. Now what have you to say about the running of certain things by governments or municipalities? Have we not graft enough and to spare now without giving further opportunities for its indulgence. The socialists are beginning at the wrong end. Their chief exponent in C. B. says that it is no duty of a society to inculcate thrift, industry, honesty, and sobriety on its members. Just fancy. It is of the very first importance that these be inculcated, and until men have learned to be industrious, honest and sober, there is not a bit of use in speaking of municipal or governmental control or presently over fill their hands. You speak of old I. C. R.,—the new I. C. R.,—being run in the interests of the people. Don't talk. It is run in the way thought likeliest to promote the interests of whatever political party is in power. Let socialism in the abstract have a rest while its apostles devote themselves to promulgating the doctrines of thrift, industry, sobriety, honesty, and then there may come a day when socialism, municipalization, should have a trial.

Rev'd Mr. Carruthers in his lecture at Sydney Mines said socialism was here to stay. He must have referred to a different kind than that written of by the Montreal Witness in the following extract. Mr. Carruthers better not go too frequently into the socialist camp, otherwise he may be catalogued with the educated men who have 'a screw loose'

"The socialists of New Jersey in convention assembled have denounced the socialists of New York for half-heartedness and for boss-rule. What socialism means but boss rule it is hard to see, and as for half-heartedness, this is hard, after the splendid demonstration the New York socialists made on behalf of the assassins Moyer and Heywood. We say assassins, for, whatever was their connection with the 'specific crime, or whatever their real intent in the matter, they certainly would not be made demigods of by the gathered socialists if they were not believed to have had murder in their hearts. Why, what else have they done to win all this fervor of admiration? Their past lives, so far as known, will not bear inspection. They were entirely 'undesirable' long before the death of the murdered governor. One of them is a criminal by habit and repute. Their one title to glory is that they have been put on trial for the murder of a man. And they fail to sympathize with this deed are denounced by these wrong headed beings as undesirables. And what a deed it was! The honest governor of a remote state was entering his modest home, when he was blown to pieces by an infernal machine, his crime being that he was a governor and had gently but firmly enforced the law. It seems now to be impossible to get a jury to try the accused, so great is the local terror of a repetition of the same crime. It was complicity with this deed, so far as appears, for no other achievement is alleged, that is to place the names of Moyer and Heywood beside those of Lincoln and John Brown and Karl Marx as emancipators. The socialism of this continent seems to be pure anarchism. No other kind survives the sea. A curious thing about it is that it seems to draw about it all the disorganized brains in the land. Clever and educated men who have a screw loose about them are found in every camp. It is a condition of social blood poisoning in which the zymotic germs gather and fester here and there. The disease is not native to this continent. It is contracted in the fetid slums of eastern Europe, and we know nothing for it, but to let it work itself out of the system in the fresh air of a free country in which there is room to live."

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Some people profess to have a horror of anything that is compulsory. They have no use for prohibition or compulsory arbitration, for instance, and yet they readily cheer a thing which is really a kind of compulsion if it goes by a soft sounding name. No politician would care to introduce just yet in Canada a compulsory insurance bill, and yet a system of pensions has been adopted by the I. C. R. which is a form, if a mild one, of compulsion. Sir Richard Cartwright introduced a bill on old age pensions, and it too, in a sense, is compulsory, in the sense that if you do not contribute you do not profit. Perhaps it would be better not to call it a compulsory pension bill, for it is not quite that, but it will not be wrong to call it a compulsory thrift bill. Let me give a synopsis of what the bill provides to do. The proposal is a system of annuity insurance, similar to that of the ordinary company, with the element of private profit eliminated. For one 20

years of age who would pay 25 cents a week, an annuity would become payable at the age of 60 years of \$120 per annum; for one 25 years of age 30 cents a week would give the same annuity; for one 30 years 35 cents a week; for one 35 years, 50 cents a week; and 40 years 70 cents a week would give the same annuity. These are calculated at 3 1/2% compound interest. Now if a man choose to lay by a sum weekly, twenty-five, fifty, or seventy-five, he would when he arrives at sixty have just as much in the bank as would give him an annuity under Sir Richards bill. Indeed if he put his money wisely to usury he might have considerably more. Sir Richards bill is a big argument in favor of thrift. It does not propose to give back to a man anything more than he himself contributed. I hope it will serve the purpose of an object lesson, and impress upon all the power of littles. Of course it is not nearly so liberal a scheme as we hope to see introduced in Nova Scotia. This province has led the pace in forward Mining Legislation, and I am in hopes that it will set a pattern in adequate pension legislation. In a pension bill for miners there will be three sources to draw from, three different contributors, the government, the operators, and the men, all financially interested in mining and all responsible for the comfort of those engaged in the mine. If, these days, in Nova Scotia, all workmen—and their wives—were industrious and thrifty, there would be little call for any kind of pension bill, but seeing men will not of their own accord practice it, it may be just as well they should be constrained to do it even if in an indirect fashion. Sir Richards bill or his scheme will never, I fear, be popular with the miners of Nova Scotia. The annuity proposed to be given is too small. Two dollars and a quarter a week, while always a help, will not be counted as worth striving after. Many of our working people have been imbued with the idea that a pension would tully keep them in the necessaries if not the luxuries of life.

Certain writers in the press, these days, would have us believe that all capitalists are thieves and robbers. They are besides tyrants void of the milk of human kindness. Its not so bad as all that, surely. If these writers hear of a man who has accumulated a competence, or say a half million dollars, they do not mince their words, but say he could never have come by that sum honestly. Must have sweated it out of some poor wretches. It is quite possible for a man to have a snug little pile, every cent of which was come by honestly. Let me give a concrete instance that occurs to me. The Allans, of the great Allan line, are capitalists. The present generation of them are fairly well off. Some of them are comparatively young in years, and had they of themselves gathered all the gear they have, then it is possible it might have been gained in part by a not strictly honest squeezing of their fellows. But the Allan money is not the result of plunder or petty robbery, but of frugality, hard and honest toil on the part of their forebears. The present Allans may be proud and may not wish to have the beginnings of their bigness traced, but I am writing this on my own hook, which I suppose are other words for on my own responsibility. In the County in

Scotland in which the Scottish Bard was born, there were a number of diligent, plodding, farmers. All were about equally 'bien' but all were not equally enterprising. Each of them had the same black, hard stone on their farms. Except one of them they saw no mortal purpose to which that blackstone could be put, seeing the building of 'cairns' had gone out of vogue. One of them, and he was an Allan, saw virtue in that stone and he set about and succeeded in extracting the virtue from it and putting the proceeds—after much labor, of course—in his pocket. It floats through my head—I might have said brain bare idea—that the old gentleman became an iron master, and on quitting left possessions to his relations, the most valuable of which was not iron but pluck. Why did other of the farmers not succeed as did farmer Allan. For the very simple reason that they did not regard their opportunity. That's the short and the long of it. Had the first Allan referred to a right to leave his sessions, the fruits of his strenuous life's work, to those next of kin, and these to theirs. If he had those the money the present generation of them have was gotten honestly, and is not the proceeds of extortion or unfair dealing. If he had no right to dispose of his possessions as he pleased then there may be room for discussion. The railers at capitalists should not forget what capital reproduces. 'What's that. This.—The thrift, the industry, and the self denial of those who have gone before us. Those agitators among workingmen who look at capitalists as their biggest foes should try not to forget that the most successful ululators of wealth have in all cases risen from the ranks of the industrious working class. Instead of mis-spending their time railing at capital, they rolled up their sleeves and said, "Heres at you, I'll find a way or make it."

During the debates on the Liquor Bills introduced at the last session of the House of Assembly, some of the speakers took occasion to reiterate the time worn platitude that Prohibition does not prohibit. What they really meant to convey was that 'prohibition' in the States in which it was in force did not prevent the man who was bound to have a drink from getting one. That may be true enough, but is that any reason why there should not be prohibitory laws? No reason whatever. If prohibitory laws increased the evil they were sought to mitigate or cure, then in denunciation, to some degree, prevents or decreases the drink evil, instead of being denounced it should be approved of. Will those whose only argument against a prohibitory law is "Prohibition"—as applied to the drink traffic—"does not prohibit" please point to any prohibitory law ever passed, from the time of the wanderings of the Children of Israel in the desert, up to the wanderings last April, of certain members of the S. Legislature, that does really and truly prohibit, that does more than prevent, in part. Are they prepared to take the position that the half of the decalogue should be erased from the Bible, and that the laws against lewdness, assault, smuggling, 'moonshining,' poaching, profanity etc.,

should be abolished because men are to be found who openly break and defy these laws. To my mind, to use as an argument against the enactment of a prohibitory law that it has not wholly prohibited where it has been tried is the silliest kind of twaddle. Will these praters dare deny that even in much abused Maine prohibition has not lessened, if it has not extirpated, the drink evil. We have also heard that 'Prohibition' failed to prohibit in Kansas. Well, if it did not prohibit, it effected a wonderfully beneficial change. Dr. Sheldon of "In his steps," a reputable authority, says referring to Kansas:—

"In a State of 1,600,000 persons there are only 1,500 paupers. Thirty five county goulds are empty. Out of \$05 daily, weekly and monthly journals in Kansas, only twenty insert liquor advertisements. The total revenue from drink taxation in Kansas is \$12,000, and this includes the Indian Territory and Oklahoma. Both of these are highly populated districts. In Nebraska the revenue from drink is six times higher, amounting to £72,000."

If one goes to a prohibition state for the purpose of securing a drink, or if he goes to try and find a drunk man, he, will likely succeed in his quests, but that is not proof, I mean the finding of the drink and the drinker, that the law has not a salutary influence. Even if prohibition does not prohibit, if it lessens perceptibly the evil it should be sought after, for the evil is the greatest of any in any country.

A Sydney Mines sage tells Herald readers that the philosophy of strikes is to strike at the most opportune time, at the time least expected, and when the workers have the masters as they think at their mercy, in a tight place. If this be the philosophy of strikes it is not a sound one, and cannot be relied on. The New York longshoremen struck when they thought they had the steamship men in a corner. Philosophy failed them and they went back much as they came out. Twenty thousand iron workers of San Francisco, imbued with this philosophy came out, and were glad on the old terms to go in again. Force is not at all times the best philosophy. Probably the New York longshoremen and the San Francisco iron workers would have got a moderate advance had they made a moderate demand in an immoderate manner. In the early days of a less unionism, until the masters and the public recognized that 'labor' was a force to be reckoned with and not despised, strikes may have been necessary. These days in a majority of cases they are not the most effective means of securing the desired end. A strike at times may be the only resort; at other times a strike may be the only criminal.

The need of technical schools is now being impressed on the minds of statesmen in many countries, and the probability is that in Canada and the United States the matter will receive immediate practical attention. Active steps are now being taken in Nova Scotia for the establishment of trade schools and a technical college. The Premier Gouin of Quebec, following the example of our Nova Scotia premier is bestirring himself in the matter

and is alive to the importance of technical schools. While in Europe recently he made a special study of commercial and technical schools and he has returned determined to provide Quebec with schools equal to the best now existing. President Roosevelt the other day, in the course of an address said that what the American workman has to fear is the competition of the highly skilled foreign workman in the markets of the world, and made the very striking statement that as against this "kill the United States protective tariff would not avail. He admitted that the public schools had done all that could be expected of them, but for a generation, those interested were becoming alive to the fact that there must be additional education to that provided in the public school as existing to-day. Hitherto, the school system in the United States, as in Canada, has been almost wholly lacking on the side of industrial training—of the training that fits a man for the workshop and the farm, but industrial training is now recognized in all civilized countries as one of the most potent factors in national development. The President emphasized that "we of the United States must develop a system under which each individual citizen shall be trained so as to be effective individually as an economic unit, and fit to be organized with his fellows so that he and they can work in efficient fashion together. This question is vital to our future progress, and public attention should be focussed upon it." Too often the schools turn away from the shop and the forge and the bench, and this has resulted in such an absence of facilities for providing trained journeymen that in many trades almost all recruits among the workmen are imported from Great Britain, France, Belgium, or Germany. "Surely" is the conclusion "this means that there must be some systematic method provided for training young men to the trades, and that this must be co-ordinated with the public school system." No industrial school can turn out a finished journeyman, but it can furnish the material out of which a finished journeyman can be made, just as an engineering school furnishes the training which enables its graduates speedily to become engineers, and as a business college turns out pupils who can take places as stenographers, typewriters and book-keepers.

It is obvious that some other way will have to be found of righting questions of wages than that of taking the whole commerce of the nation by the throat and bringing it to a standstill. The best way would be to teach the people the primary fact that the law of supply and demand asserts itself, by a fairly rapid principle of adjustment over all human laws, and that any demand for more than is thus secured is just as great a wrong against equity and must in time work as much evil to all concerned as any attempt to give less than the market value of the work. Any combination to corner any market, whether it be wheat, or iron, or transportation, or labor, is a conspiracy against the public. To engage in such a conspiracy to hold up a necessary of life, just at a time when the country's need for it is the direst, is obviously a crime against the public and treason against the country. So long as this crime is held legitimate in trade and buttressed by protective laws, the public will condone it, when done on behalf of labor; but the public is learning fast, and will, before very long resent it, not only bitterly, but effectively. It is quite right that wages should go up when there is special demand for labor. It would be wrong to make any attempt, by co-operation, to prevent their doing so. It would also be vain.—Montreal Witness.

The operation of flooding the Hub mine was suspended on Sunday, 27th January, the water then being 32 feet up in the shaft, and 28 feet below sea level. The work of unwatering the mine began on Feb. 13, when the first water was discharged to the surface. The first equipment consisted of 2 steam vertical Cameron pumps in the Fan shaft, and one Cameron and one Lawrence centrifugal pump in the coal shaft, the last of these 4 pumps being started on March 8th. The bottom of coal shaft was dry on April 22nd, and pumping in Fan Shaft ceased on May 8th, the water being then down 39 feet. Two centrifugal pumps are at present underground, discharging through borehole at haulage engine, and a third is being installed on main deep below fire area, and all three will discharge through Fan shaft. The water is now down 300 feet below shaft level, on main deep.

The entire fire area at the Hub mine has been encircled. It is found to extend down the main deep 300 feet below the shaft level, and up on the rise to a point 120 feet above the old slope level. This point is 200 feet above the point to which the water rose in flooding. The main deep is fallen as far down as the fire extended, a considerable part of it 30 ft. high. The pit bottom fell 38 feet wide and 32 feet high at the shaft. The shaft has been cleaned out, and all falls on bottom, levels and headway and deeps will be cleaned up by middle of June. Hoisting engines, compressors, fan and fan engine, have all been restored, and the erection of the main head frame and all work in connection with screening plant are under way. Rapid progress should now be made with the water, and the management hope to have the mine in good shape in August.

The arbitrators in the Springhill dispute have given a decision on one point in favor of the men. No two of them could agree on what is called 'the local stone' question, and therefore another meeting is to be held, and more information procured. The point settled was easy and hinged on whether there had been an agreement and if that agreement is still in force. The second point calls for technical more than legal knowledge, and the arbitrators accordingly were a little at sea. There is nothing like perseverance and by sticking at it they will no doubt acquire a thorough knowledge on the point.

C. J. Coll, of the Acadia Coal Co. has been in the Upper Provinces the past ten days. Rumor has it that he is trying to find out at first hand, if there is a possibility of a market being found in Ontario for Acadia coal.

For the first time this year the May shipments of coal from the Springhill collieries show an increase over the corresponding month of last year. If Springhill is to recover the ground it lost during the first four months of this year, the men will require to work steadily and vigorously.

The Robb Engineering Company have recently received the following orders:

One 80 H. P. Robb-Armstrong Engine for N. & M. Smith, Halifax, N. S. One 125 H. P. Robb-Armstrong Engine for Columbia River Lumber Co., Golden, B. C. One 80 H. P. Robb-Armstrong Engine arranged for D. C. to 50 K. W. generator for Temiskaming & Northern Canadian General Electric Co. for Canadian Pacific Ry. One 80 H. P. Robb-Armstrong Engine from One 100 H. P. Robb-Armstrong Engine for Canadian Westinghouse Co., Hamilton.

Somerville, Ltd., Toronto, Ont., have recently ordered from Robb Engineering Co.:

One 200 H. P. 16" x 30" Robb-Armstrong Corliss engine arranged for D. C. to an electric generator. Two 100 H. P. 67" x 16" Return Tubular boilers. One 200 H. P. feed water heater. One 5 1/2" x 3 1/2" x 5" Duplex boiler feed pump.

W. P. McNeil & Co., New Glasgow, N. S. have recently ordered from Robb Engineering Co. a 150 H. P. Robb-Mumford boiler with steel case. The Montreal General Hospital have placed an order with the Robb turn tubular boilers. The Canadian Rand Drill Co. of Sherbrooke, P. Q. have ordered from Robb Engineering Co. one 11 inch and 16 inch by 14 inch Robb Armstrong Tandem Compound engine arranged for direct connection to 75 K. W. generator. Chambers Electric Co., Truro, N. S. have ordered from Robb Engineering Co. one 10 inch and 16 inch x 8 inch Robb-Armstrong vertical cross compound engine arranged for direct connection to 75 K. W. generator.

The jury in the Heywood trial for the alleged murder of the late Governor Steunenberg of Iowa has been completed. The charge of the state is only one in a terrible list of crimes in which the Inner Circle of the State Federation of Miners is implicated, which includes the explosion at the Vindicator Mine, the murder of Gregory, the Denver detective, the blowing up of the depot at Independence, the blowing up of Fred. Bradley, of San Francisco, the murder of Arthur Collins, of Telluride, and the attempts on the lives of ex-Governor Peabody, Judge Goddard and Judge Galbraith, of Colorado; that these men planned all these deeds, and that Harry Orchard and Steve Adams are merely their hired assassins.

The Jeffrey Mfg. Co's latest Bulletin, No. 12, bears on the care of electric mine locomotives while in service. The Bulletin is profusely illustrated, and is a practical treatise on how best to operate electric locomotives. The Jeffrey Company are desirous that this bulletin should reach mine engineers, mine managers, mine superintendents, and those interested in electric machinery, and will be pleased to send a copy on request. This is an offer which should be freely taken advantage of.

The Maritime Coal, Railway and Power Co., having taken over the Jiggins property, are going to make things hum for a time in effecting improvements. They are calling by ad. in another column for miners and carpenters.

To those familiar with the early mining history of Britain, it will be no surprise to learn that the first kind of mining practised on the Chase was that of obdurate iron. As long as wood was abundant, coal could be done without, but the progress of agriculture, the making of roads, the needs of the army, all emphatically required iron. The industry seems to have centred round Rugeley, a town mentioned in the Doomsday Book, and which is described as a 'clearing' of about 300 acres, and supporting a population of about 50 people. The first mention of the iron industry is in 1380, and a census of that time gives 153 as the number of adults over 15 years of age living in Rugeley, and of these 12 were 'Cutlers', or workers in iron. Although this is the first authentic date, it is probable the iron industry was of considerable age even then. As already stated, the fuel used was charcoal, and the remains or marks of the charcoal hearths may be seen in many of the valleys of the Chase. The methods pursued in making charcoal were to form piles of timber, and cover with turf to obtain slow combustion, just admitting, towards the close of the process, sufficient air, a matter that required some skill and experience. Much of the charcoal made in the Rugeley district went to the iron furnaces at Pelsall. It is interesting to know that this ancient industry of charcoal burning survived in the Rugeley district up to about 25 years ago.

The smelting of iron was done on open hearths or "bloomeries," the blast being supplied by bellows worked by foot or hand. Heaps of slag and cinders may be seen at many places, marking the sites of the ancient bloomeries. The smelting was very imperfectly done, and much of the 'tap cinder' has been used over.

The only form of power available in those times was that of falling water, hence many of the mills and foundries were established on the banks of the 'Rising brook,' and the names of places by its side are sufficiently suggestive of the early industries pursued there, such as Brindley Pool, Furnace Pool, Balands Pool, Furnace Coppice, Forge Farm, Rolling Mill, Slitting Mill, etc. The numerous mill ponds or pools suggest that the industry was not a small one.

The first mention of coal mining is in the Cotton M. S. in the British Museum, and is dated the 13th century, and it relates to a 'grant of mines at Walsale' as well of sea coal as of iron.

It is also on record that John de Stafford and his men cast here a great bell for York Minster in 1371, the fuel used being peat, charcoal and sea coal.

Owing to the cold weather not only have coal shipments been delayed, but the returns of the same. As up to the time of going to press only half of the re- holds of coal shipments had come to hand. We will re- hold these over until next issue.

A six foot seam of coal has just been discovered in Holland, a country not hitherto supposed to contain this most necessary mineral. The place of the discovery is not a great distance from the boundary line dividing Belgium. This discovery should put Holland on its feet.

AROUND THE COLLIERIES.

The usual batch of about 60 candidates are preparing for mining exams. at the collieries of the D. C. Co.

A large number of students from the Nova Scotia and upper Canadian colleges are putting in their vacations working for the D. C. Coy.

The Dom. C. Co. are strictly enforcing the law that shots be tamped with clay only. Several miners have been before the courts for violations of this order.

The quality of coal turned out by the D. C. C. runs ahead of any previous years, on account of all rooms being sheared. This item adds considerably to cost of production.

The Maritime Coal, Railway and Power Co., having taken over the Joggins property, are going to make things hum for a time in effecting improvements. They are calling by ad. in another column for miners and carpenters.

Men to work overground and underground are in demand at the Drummond Colliery. Though there have been many immigrants of late unskilled labor in Nova Scotia seems to be as scarce as at any time during the past five years.

The acquiring of the Joggins property by the owners of the Chignecto mine, will no doubt turn out to be of much advantage to the people in that section of Cumberland Co. By careful management there is no doubt the properties jointly will form a valuable asset. The Joggins has undergone many changes, this latest will prove a decided change for the better.

Owing to the closing down of the furnaces at Londonderry for the purpose of relining, there is a falling of in the demand for Intercolonial coke. As they suffered a little from a short supply of coke the Londonderry people contracted for a considerable supply of American coke. This came a little previous to the shutting down, and now the company finds itself with an abundant, or rather over abundant supply.

All previous records for output at the blast furnaces of the Dominion Iron and Steel Company were smashed last month. The best previous figures for one month, with the three furnaces working, were 23,063 tons. During the past thirty-one-days, however, the total of molten metal taken from the furnace was 28,128 tons, which is a considerable advance on the former figures. To get such a grand total a trifle over 907 tons was the daily average, and the men say the furnaces were well within their limit. The large and steady demand for pig iron since the Bessemer plant began operating is perhaps accountable for the rush that has been maintained during the past couple of months.

There is a new borehole at the Hub mine between the shafts and the store which will facilitate pumping, when it is reached, and also two boreholes at the shore.

The output of the Inverness Ry. & Coal Coy. for May is not so large as expected, due in great part to broken time the first part of the month, through scarcity of cars, and to the late opening of navigation. The management are in hopes however that June will be a record breaker. They hope to goodness that the picnic season will be late as the spring, and of as short duration.

The Maritime Coal Co. are busily preparing for the sinking of a slope under the water areas in the property recently acquired by the Canada Coals and Railway Coy. from Mr. Gillis, of Sydney. The bank-head of this slope will be so situated as to make it possible to dump coal from it direct into the vessel's hold. This will mean a great saving in rolling stock, and labor. It is the intention to sink the slope as rapidly as possible.

It is reported in certain of the C. B. papers that the Emery has been struck, thickness of seam four feet six, at Dominion No. 6. If this be so then there will be a battle royal between the two opposing camps of geologists, those who said the Emery is there and those who said it is not and never was. For a while the genealogy, parentage, or relationship of No. 6 has been in some quarters a matter of doubt for the past twelve months. If the Emery is in close relation to it as asserted, then surely No. 6 comes from a stock which has a pedigree and papers to show it.

Not till June had began did shipments by water become active, and now the rush is on. Though shipments were late of beginning this year, it is yet hoped that most of the lost time will be made up. There are those who say that the lateness of the opening of season of shipments by water means that shipments to the St. Lawrence will suffer a seven per cent. loss as compared with last year. We do not see the necessity for any curtailment of shipments for the entire season. In former years there was a rush of coal to St. Lawrence ports, followed by a lull. This year the rush can be made continuous and as much coal shipped as last year. We will be disappointed if there are not increased shipments to the St. Lawrence, notwithstanding the delay. It is all well enough for companies to make big shipments under favorable conditions; it is up to them to show the stuff they are made of by making large shipments in the teeth of a handicap. The coal can be shipped into the steamers fast enough, and if it is as quickly unloaded, we hope for bigger shipments than last year in face of the odds.

ENGINEERS.

AN examination for granting certificates to engineers will be held on June 13th, at 7 Mabou, Sydney Steel- larton and Springhill. Further information can be obtained on application to the local members of the Board of Examiners, Mines' Office, May 25th, 1907.

E. GILPIN,
Inspector of Mines.

WANTED, 75 MEN.

for underground and Surface work.

Best Wages Going.

Apply in person to Mines Office.

Intercolonial Coal Mining Co. Limited.

WESTVILLE, N. S.

June, 6, 07.

Important Notice.

The Maritime Coal Ry. & Power Coy., having taken over on June 1st, the Joggins Mine and Ry. and are starting at once on opening a new slope and doing large repairs. They want **ONE HUNDRED MINERS AND LABORERS AND TWENTY CARPENTERS.** Apply at Joggins or Chignecto.



**The TORNADO
AIR POWER
COAL DRILL**

is used extensively by the Dominion Coal Co Nova Scotia Steel and Coal Co., Inverness Ry. and Coal Co. and others.

**Herzler & Henninger Mach. Works
Manufacturers of
H. & H. Coal Cutters & Tornado Coal Drills.
Belleville, ILL., U. S. A.**

Bulletin 200 of the Allis-Chambers-Bullock, Limited of Montreal, treats of "Lidgerwood" Hoisting Engines for mining purposes. The Bulletin gives particulars of eight different types of these engines. The double cylinder reversible link motion hoisting engine is claimed as specially adapted for mines inclines and all rapid hoisting. These engines are reversible, the hoisting and lowering is done by steam and is under the control of the operator. The improved double cylinder patent friction drum hoisting engine, with differential brakes, are suitable for high speed hoisting duty. These engines are not reversible. They are economical in the use of steam. Where the duty is heavy, or where safety is most desirable, the double spur gear reversible hoisting, with double cylinders and safety band breaks are claimed to have advantages over every other kind of hoisting engine. This engine has two separate sets of gear, one at each end of the drum, and each set is of ample strength to sustain the entire load of the engine with safety. The several other engines described have characteristics which make them peculiarly well fitted to perform the work for which they are constructed. The bulletin contains tables giving the horse power dimensions of cylinders, size of drums, capacity, speed, etc., etc.

"Modern Practices in Air Compressors" issued by the Sullivan Machinery Coy., and called catalogue No. 58, is far more than a mere catalogue. Rather is it a compendium of all that is necessary to know in reference to air compressing machinery, now employed extensively in mining operations. The illustrations of the various kinds of machinery, are accompanied by simple and sensible descriptions of their various parts and of what each machine is capable of performing.

The spectacle of Archbishop Bruchesi addressing a gathering of the W. C. T. U. on the progress of the temperance movement in this Province, is one which will attract attention throughout the country, and tend to bring nearer to rether the earnest temperance workers of all races and creeds in their heroic battle against the common foe. The harm done to the community by intemperance can be testified to by every citizen who comes in contact with the people to any considerable extent. The employer of labor, for instance, knows to his sorrow how often drunkenness destroys a good man. Otherwise the man may be all that is admirable. He may possess a skill for the work desired of him which amounts almost to genius. But his one failing renders him unreliable, and minimises where it does not annihilate his usefulness.

The fact is that to day the entire business world is an unorganized temperance society. We no longer tolerate the hard drinker. It has been found that in the no competition which comes with modern conditions, the old easy practice of making allowances for the man who is "his own worst enemy" is rapidly disappearing. The man is often too far from the real employing centre or personal contact; and what the larger institutions do with a rule, the smaller must do with a wrench to their feelings if they would keep up.—Montreal Daily Star.

The Grand Trunk Pacific is expected to reach Saskatoon from Winnipeg this fall.

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BEST QUALITY ONLY.

Blasting Powder and Compressed Pellets, Dynamite, Gelignite, Gelatine Dynamite and Blasting Gelatine.

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For use in Gaseous mines. Suitable for all kinds of Work.

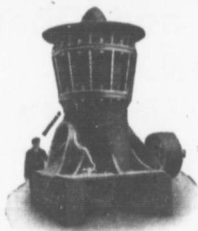
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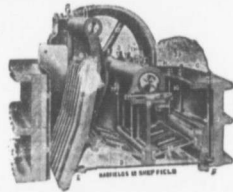


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WE MANUFACTURE
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The Parts that are subject to Excessive Wear are made of
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CHAINS. CHAINS.

(All Sizes in stock.)

"EDGES" BEST SPECIAL CRANE CHAINS.

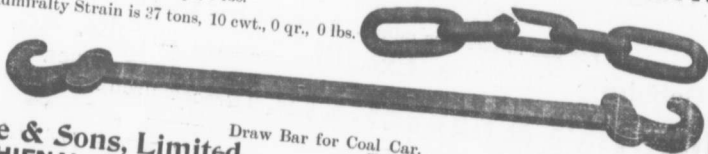
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They are made of the very best brands of English Bar Iron and by Selected Workmen.

Makers of every Description of Chains
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Coupling Chains and Solid Forged Draw Bars
For Mine Cars, A SPECIALTY.

This 1 1/4" Draw Bar Coupling Chain broke at
48 tons, 12 cwt., 0 qr., 0 lbs.

The Admiralty Strain is 27 tons, 10 cwt., 0 qr., 0 lbs.



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Synopsis of Canadian North-West Homestead Regulations.

ANY even numbered section of Dominion Lands in Manitoba or the North-West Provinces, excepting 8 and 26, not reserved, may be homesteaded by any person the sole head of a family, or male over 18 years of age, to the extent of one quarter section, of 160 acres, more or less.

Application for homestead entry or inspection must be made in person by the applicant at the office of the Local Agent or Sub-Agent.

An application for entry or inspection made personally at any Sub-agent's office may be wired to the Local Agent by the Sub-agent, at the expense of the applicant, and if the land applied for is vacant on receipt of the telegram such application is to have priority and the land will be held until the necessary papers to complete the transaction are received by mail.

In case of "pre-emption" the entry will be summarily cancelled and the applicant will forfeit all right of claim.

An applicant for inspection must be eligible for homestead entry, and only one application for inspection will be received from an individual until that application has been disposed of.

A homesteader whose entry is in good standing and not liable to cancellation, may, subject to approval of Department, relinquish it in favor of father, mother, son, daughter, brother or sister, if eligible, but to no one else, on filing declaration of abandonment.

Where an entry is summarily cancelled, or voluntarily abandoned, subsequent to institution of cancellation proceedings, the applicant for inspection will be entitled to prior right of entry.

Applicants for inspection must state in what particulars the homesteader is in default, and if subsequently the statement is found to be incorrect in material particulars, the applicant will lose any prior right of re-entry, should the land become vacant, or if entry has been granted it may be summarily cancelled.

DUTIES.—A settler is required to perform the conditions under one of the following plans:—

(1) At least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or mother, if the father is deceased) of a homesteader resides upon a farm in the vicinity of the land entered for by such homesteader, the requirement as to residence may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirement may be satisfied by residence upon such land.

Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa, of his intention to do so.

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

COAL. Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 250 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2000 pounds shall be collected on the gross output.

QUARTZ. A free miner's certificate is granted upon payment in advance of \$5 per annum for an individual, and from \$50 to \$100 per annum for a company according to capital.

A free-miner, having discovered mineral in place, may locate a claim 1500 x 1500 feet.

The fee for recording a claim is \$5. At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 per acre.

The patent provides for the payment of a royalty of 2 1/2 per cent on the sale.

Placer mining claims generally are 100 feet square; entry fee \$5 renewable yearly.

A free miner may obtain two leases to dredge for gold of five miles each for a term of twenty years, renewable at the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles. Rental \$10 per annum for each mile of river leased. Royalty at the rate of 2 1/2 per cent collected on the output after it exceeds \$10,000.

W. W. COBY,
Deputy of the Minister of the Interior.

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Apply to Bank of N. S. for folders.

Miners Wanted To Chew BULL DOG TOBACCO,

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TRY IT!

The St. Lawrence Tobacco Co., Ltd.
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—W. B. Reynolds, Halifax Representative—

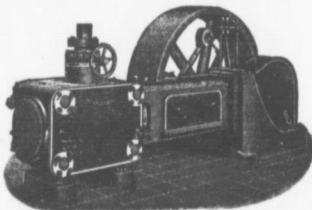
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having taken over the business of the Stellarton
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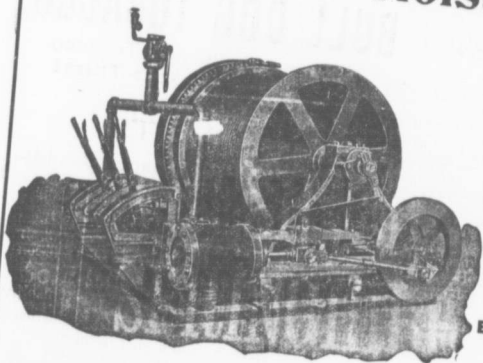
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HIGH SPEED VERTICAL ENGINES,
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The Nova Scotia Steel & Coal Co., Ltd., who use our Ropes largely, write that one of our Haulage Ropes at Wabana Mines has been in service for over 5 years, drawing over 1,750,000 tons in that time and is still good for further considerable service.

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| EASTBOUND | | STATIONS. | WESTBOUND | |
|-----------------|-----------------|---------------------|-----------------|-----------------|
| Read Down | | | Read Up | |
| No. 52 a. m. | No. 54 p. m. | | No. 56 p. m. | No. 58 a. m. |
| L 11 10 | L 2 55 | PT. TUPPER JUNCTION | A 11 00 | A 3 15 |
| S 11 15 | S 4 00 | PORT HAWKESBURY | L 10 45 | S 3 10 |
| A 11 20 | A 4 15 | PORT HASTINGS | A 10 37 | |
| | F 4 30 | TROY | F 10 27 | |
| | S 4 43 | CREIGNISH | S 10 15 | |
| | F 4 55 | JUDIQUE | F 10 10 | |
| | S 5 10 | CRAIGMORE | S 9 42 | |
| | F 5 25 | CATHERINE'S POND | F 9 29 | |
| | A 5 38 | | L 9 15 | |
| | L 5 43 | PORT HOOD | A 9 10 | |
| | S 5 58 | GLENCOE | S 8 55 | |
| | A 6 21 | MABOU | S 8 25 | |
| | S 6 23 | GLENDYRE | S 8 15 | |
| | A 6 53 | BLACK RIVER | F 8 00 | |
| | S 7 07 | STRATHLOUNE | S 7 47 | |
| | A 7 20 | INVERNESS | L 7 30 | |
| | p. m. | | a. m. | |

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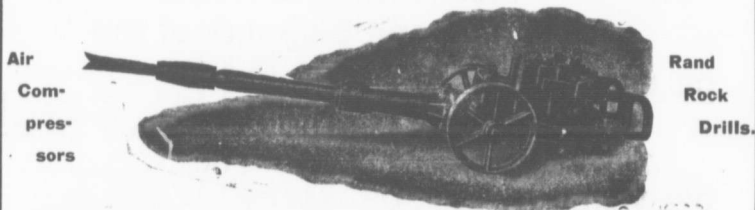
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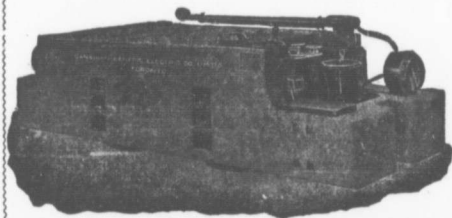
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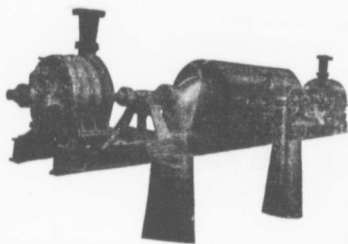
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Especially designed Piers for the rapid delivery of coal into Vessels by Roe and Bedlington's Patents.

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BOILERS: All Sizes and all Pressures.



Two Worthington 3 stage Turbines and McCormick Water Wheels, built for Port Arthur, Ontario, Water Works. Combined capacity 1440 gallons per minute against 350 head.

PUMPS

Worthington Pumps for
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Water Wheels

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NEW GLASGOW, N. S., TELEPHONE B'LD.

Dominion Coal Company, Ltd.

Miners of

Bituminous Coals, the celebrated "Reserve" coal for household use, "International" Gas coal, and the best Steam coal from its collieries on the Phalen seam.

—Yearly output 3,500,000 tons.—

ANALYSES.

ANALYSES OF GAS AND STEAM COAL MADE BY J. & H. S. PATTINSON, CHEMISTS,
—NEWCASTLE, ENGLAND.—

| | STEAM COAL | GAS COAL ¹ |
|---------------|------------------|-----------------------|
| CARBON..... | 80 18 per. cent. | 77 51 per. cent] |
| HYDROGEN..... | 5 11 " " | 5 22 " " |
| OXYGEN..... | 7 34 " " | 6 72 " " |
| NITROGEN..... | 1 16 " " | 1 27 " " |
| SULPHUR..... | 0 56 " " | 3 07 " " |
| ASH..... | 2 30 " " | 4 10 " " |
| WATER..... | 3 35 " " | 2 11 " " |
| | 100 00 | 100 00 |

Caloric Power of Steam Coal:—Pounds of Water evaporated from 212 per cent Fah, by one pound of the coal as determined in Thompson's Calorimeter,—14.8 lbs.

Shipping facilities at Sydney, and Louisburg,
G. B., of most modern type. Steamers carrying
—6000 tons loaded in 24 hours.—

Special attention given to quick loading of
sailing vessels. Small vessels loaded with
quickest despatch.

:: BUNKER COAL ::

The Dominion Coal Co. has provided unsurpassed facilities for Bunkering
Ocean going Steamers with Dispatch. Special attention given to Prompt loading
Steamers of any Size are bunkered without detention.

By Improved screening appliances lump coal for Domestic trade is supplied
of superior quality.

Prices. Terms, etc. may be obtained at the Offices of the Company.

ALEXANDER DICK Genl. Sales Agent, Glace Bay, N. S., Can.

DOMINION COAL COMPANY, LIMITED,
DOMINION COAL COMPANY, LIMITED,
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112 St. James St., Montreal, Que.
171 Lower Water St., Halifax, N. S.
Quebec, Que.

—and from the following agents—

R. P. and W. F. Starr, St. John, N. B.
Harvey & Co., St. John's, Newfoundland.
Hull Blyth & Co., 4 Fenchurch Avenue, London, E. C.

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CUMBERLAND

RAILWAY AND

COAL COMPANY.

OPERATING THREE
THICK SEAMS
NOS 1, 2 AND 3.

—Miners and Shippers of the Well Known—

FRESH MINED SPRINGHILL COAL

... ANALYSIS ...

| | NO 1 | NO 2 | NO 3 |
|-----------------------------|--------|--------|--------|
| Moisture..... | 2.02% | 1.41% | 2.71% |
| Volatile combustible matter | 18.94% | 27.93% | 28.41% |
| Fixed Carbon..... | 75.29% | 67.47% | 64.69% |
| Ash..... | 3.75% | 3.19% | 4.19% |
| | 100.00 | 100.00 | 100.00 |
| Sulphur..... | 1.15% | 58% | .79% |

BEST COAL FOR

LOCOMOTIVE USE.

Delivered By Rail or Water

BEST COAL FOR
GENERAL STEAM PURPOSES.

The year Round

BEST COAL FOR
DOMESTIC CONSUMPTION.

IN Lots To Suit Purchasers.

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SPRINGHILL

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