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136 MacLennan St.
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Maritime Mining Record

March 8 1916

DOMINION COAL COMPANY, LIMITED.

OUTPUT:—5,000,000 tons yearly.

Miners and Shippers of the Celebrated

"DOMINION" Steam and Gas Coal
and Coal for Household Use
from the well known seams

'Emery,' 'Phalen,' 'Harbour,' 'Victoria' and Hub.'

"SPRINCHILL" Coal for Steam, Gas, and Household use.

Screened, Run of Mine, and slack.

Used by Railways, Tramways, Steamships, Manufacturers, Water Works, Light and Power Stations in Ontario, Quebec and the Maritime Provinces, also in Newfoundland and the New England States, Mexico, Sweden, South Africa and the West Indies.

Shipping Piers equipped with modern machinery,
ensuring Quickest despatch.

—AT—

SYDNEY, LOUISBURG, C. B. and PARRSBORO, N. S.

7000 ton Steamers Loaded in 7 hours.

Special facilities for loading and prompt despatch given to sailing vessels and small craft. Box Car Loaders for shipments to inland points. Discharging Plants at Montreal, P. Q., Three Rivers, P. Q., Quebec, St. John, N. B. and Halifax N. S. Capacity up to 1000 tons per Hour.



BUNKER COAL. The Dominion Coal Co. has unsurpassed facilities for Bunkering Ocean going steamers the year round. Steamers of any size promptly loaded and bunkered.

IMPROVED SCREENING FACILITIES at the Collieries for the production of Lump Coal of superior quality for Domestic trade and Household Use.

FOR TERMS, PRICES, ETC., APPLY TO

Dominion Coal Co., Limited,
" " "
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Glace Bay, Nova Scotia.
171 Lower Water Street, Halifax, N. S.
Quebec, P. Q.

AND FROM THE FOLLOWING AGENTS:

R P. & W. F. Starr, St. John, N. B.
Buntain, Bell & Co., Charlottetown, P. E. I.

Harvey & Company, St. John's Nfld.
Hull, Blyth & Co., 1 Lloyd Avu., London, E.C.

D. H. McDougall,
General Manager
SYDNEY, N. S.

Alexander Dick,
General Sales Agent
MONTREAL, P. Q.

Acadia Coal Company, Limited

Stellarton, N. S.

Miners and Shippers of the

Celebrated

ACADIA COAL

Unexcelled for STEAM Purposes.

Popular for DOMESTIC use.

Manufacturing, Steamship, and Railway
Companies give it high endorsements.

Shipments by water from Pictou Landing, N. S.

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For Prices and all Information, address General Offices,

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DRUMMOND

COAL

High Grade Fuel
for Steam Domestic and General
Purposes.

COKE

From Coal Washed by Latest Process
Growing more popular daily—and considered to
give as good results for Foundry purposes
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of Fine
Quality.

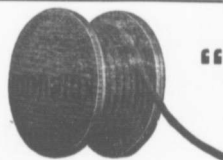
FIRE BRICK

Better than
Scotch seconds for
Ladle lining etc.

SHIPMENTS BY RAIL OR WATER.

INTERCOLONIAL COAL MINING CO. LTD.

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Get the "Safety" Habit

U.S.R.

"DOMINION" WIRE ROPE.

MADE IN CANADA.

The DOMINION WIRE ROPE CO., Limited,
MONTREAL.

INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.

Inverness, Cape Breton.

Miners and Shippers of INVERNESS (BROAD COVE)

Screened, Run-of-Mine¹ Slack.

—First Class both for Domestic and Steam Purposes.—

BUNKER COAL Shipping facilities of
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sizes of Steamers and sailing vessels.

Apply to Inverness Railway and Coal Company, Inverness,
Cape Breton J. MCGILLIVRAY, General Manager.

INVERNESS RY. & COAL COY

Time Table No. 31, Taking effect at 12.01
JUNE 28TH., 1914

SOUTHBOUND Superior Dir.		STATIONS.	NORTHBOUND Inferior Dir.	
464	466		463	461
P. M.	A. M.		P. M.	A. M.
8 25	10 40	POINT TUPPER.	8 45	11 00
8 30	10 35	INVERNESS JUCE.	8 45	11 06
8 35	10 30	PORT HAWKESBURY	8 50	11 11
8 40	10 25	PORT HASTINGS	8 55	11 16
8 45	10 20	TROY.	9 00	11 21
8 50	10 15	CREIGNISH	9 05	11 26
8 55	10 10	CHATMOORE	9 10	11 31
9 00	10 05	JUDGUE	9 15	11 36
9 05	10 00	MARYVILLE	9 20	11 41
9 10	9 55	PORT HOOD	9 25	11 46
9 15	9 50	GLESCOKE	9 30	11 51
9 20	9 45	MAROT	9 35	11 56
9 25	9 40	GLENDYRE	9 40	12 01
9 30	9 35	BLACK RIFTEL	9 45	12 06
9 35	9 30	STRATHLOANE	9 50	12 11
9 40	9 25	INVERNESS	9 55	12 16
P. M.	A. M.		P. M.	A. M.

MARITIME COAL, RAILWAY, & POWER CO.

Miners and shippers of

CHIGNECTO
—AND—
JOGGINS.

High Grade
STEAM
AND
Domestic

COAL.

Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Collieries:—CHIGNECTO and JOGGINS.

Power Plant, CHIGNECTO, N. S.

R. J. BELL, General Manager, JOGGINS, N. S.



**Manufacturers
of
Wire Cloth
and
COAL SCREENS
in all Strengths.
Double Crimped
Process.**

WE SPECIALIZE IN
ORNAMENTAL IRON AND WIRE WORK.
Jail and Prison Construction.
"Have you an Up-to-Date Lock-Up in your District."
**Canada Wire & Iron Goods Co.
HAMILTON.**

CANADIAN GOVERNMENT RAILWAYS

Change of Time

HALIFAX -- MONTREAL

Commencing January 8

OCEAN LIMITED

will leave Halifax 8,00 a m daily ex-
cept Sunday.

Used by Collieries in Lancashire, Stafford-
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COLLIERY LAMP OIL
For Marsaut, Mussole, Delfectoz, or Closed Lamp

PURE WHITE FLAME. LOW PRICE
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Sole Representatives for Canada, AUSTEN BROS.
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MARITIME EXPRESS

will leave Halifax 3,00 p m daily.

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LTD.,

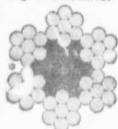
Wire Drawers, Manufacturers
of all classes of Wire Ropes,
Patentees and Manufacturers of
LOCKED COIL and
FLATTENED STRAND
WIRE ROPES,

Hay Mills,
Nr. **BIRMINGHAM.**

Agent:—

H. M. WYLDE,
P. O. Box, 529,
HALIFAX, N. S.

Fig. 2. HAULING.



LANG'S LAY ROPES.



Fig. 26. WINDING.

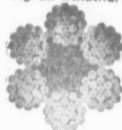
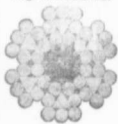


Fig. 1. HAULING.



PATENT FLATTENED STRAND ROPES.



Fig. 4. WINDING.

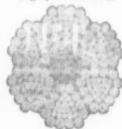
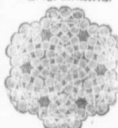


Fig. 13. SINKING.



Advantages of Patent Flattened Strand Ropes.

1. Greater wearing surface, therefore longer life of rope and less wear upon pulleys.
2. Greater strength, thereby admitting of smaller ropes being used for existing loads, or of increased loads without increase in size of rope.
3. Spliced easily and more effectively.
4. Less tendency to twist and stretch in working.

Fig. 11b. CRANE, &c.

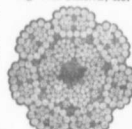
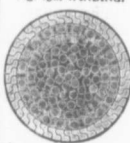


Fig. 13 for Sinking & Fig. 11b for Cranes, &c., are non-twisting.

Fig. 15a. WINDING.



LOCKED COIL ROPES.

Indispensable for deep shafts.
Stronger than any other rope of same size.
Entirely free from twist.
Smooth surface reduces wear to a $\frac{1}{16}$ in.
Duration far ahead of any other construction.

Fig. 20. GUIDE.



CANADA. DEPARTMENT OF MINES.

Hon. P. E. Blondin, Minister.

R. G. McConnell, Deputy Minister.

Mines Branch.

Geological Survey.

Recent Publications:

Recent Publications:

Building and ornamental stones of Canada, (Quebec), Vol. III, Report on, by W. A. Parks, Ph. D.
The Bituminous Sands of Northern Alberta, Report on, by S. C. Ellis, M. E.

Peat, lignite, and coal; their value as fuels for the production of gas and power in the by-product recovery producer, Report on, by B. F. Haanel, B. Sc.

The petroleum and natural gas resources of Canada: Vols. I & II, by F. G. Clapp, M. A. and others.

Electro-plating with cobalt, Report on, by H. T. Kalmus, Ph. D.

The Mines Branch maintains the following laboratories in which investigations are made with a view to assisting in the developing of the general mining industries of Canada:—Fuel Testing Laboratory, Ore-Dressing Laboratory, Chemical Laboratory, Ceramic Laboratory, Structural Materials Laboratory.

Application for reports and particulars relative to having investigations made in the several laboratories should be addressed to The Director, Mines Branch, Department of Mines, Ottawa.

MEMOIR 16. The clay and shale deposits of Nova Scotia and portions of New Brunswick, by Heinrich Ries and Joseph Keele.

MEMOIR 20. Gold fields of Nova Scotia, by Wyatt Malcolm.

MEMOIR 44. Clay and shale deposits of New Brunswick, by J. Keele.

MEMOIR 59. Coal fields and coal resources of Canada, by D. B. Dowling.

MEMOIR 60. Arisaig-Antigonish district of Nova Scotia, by M. V. Williams.

MEMOIR 78. Wabana iron ore of Newfoundland, by A. O. Hayes.

Applications for reports should be addressed to the Director, Geological Survey, Ottawa.

MARITIME MINING RECORD

Vol. 18,

Stellarton, N. S., March 8th., 1916.

No. 17

THE PURSUIT OF UNIFORMITY.

Whenever work has to be done, problems solved, or existing things altered, one is nearly always confronted with varying conditions of time, locality, force, temperature, speed, and so forth; and it is quite remarkable when we realise it how throughout the whole gamut of engineering we have been forced into the habit of handling our problems in terms of averages and of performing work (in the mechanical sense of the word) a little more successfully than our forefathers by dint of averaging down the resistance to something like uniformity, and then averaging up the effort in the like way. When the average condition can be secured and maintained it leads to an increase of the average itself as well as, what is indeed obvious, to the advantages inherent to uniformity.

Mr. Alfred Etchells, in a paper read before the Manchester Association of Engineers last Saturday, was at pains to illustrate these truisms by many examples from different branches of engineering, and in truth he did pretty well exhaust the subject. Taking the best known and still perhaps the most widely used form of power production, it is recognised that in a steam boiler uniformity of operation in every detail is valuable. The best efficiency is secured by keeping the pressure as steady as possible, the fires as even as practicable, and admitting the feed water as uniformly as can be secured with due regard to the duty, as well as keeping it to somewhere near the temperature of the water already in the boiler. Moreover, under these conditions the boiler will last longer and will cost less to maintain. One of the defects of superheaters, particularly those of the back-fired type, placed in the downtake flue behind Lancashire and similar boilers, is the fluctuation of temperature due to the unavoidably varying gases. This has received recognition in one or more types of superheater in which a heat reservoir of metal is contained within the tubes, or sometimes by gilled ferrules on the outside, so that the temperature of the superheated steam is equalised, enabling steam to be given to the engine more uniformly.

The engine, again, does its best work when its load is nearly uniform, and when pressure and vacuum are steady. Also, Mr. Etchells believes that it is much less liable to break down, a view which few people will challenge. In the condenser, too, the constant supply of water at or near the most suitable temperature, together with a steady running of the pumps, gives the best result. Even in the lubrication of engines and machinery, the principle of uniformity in applying the lubricant is of

the greatest possible value. It gives the best lubrication at the smallest cost and, as a corollary, with the greatest cleanliness.

Many years ago, while pressures and temperatures were still moderately low, it was realised how very sound was the compounding of steam, by reducing the fluctuations of temperature and effort in the cylinder. It seemed greater economy in fuel and a higher mechanical efficiency. Some of the difficulties with large gas engines and other internal combustion engines arose from the extremely varying conditions of pressures and temperatures in the cylinder, and there is little doubt that if these conditions can be averaged out to something more nearly approaching uniformity the large internal combustion engine will find a greater field of usefulness. The recent tendency in gas-engine design has been to increase the number of cylinders for a given power, thus securing more uniform conditions not only with regard to temperature in the cylinders, but with regard to the dynamic functions of the engine.

VARIETIES OF MEN.

There are among us today multitudes of people who have been "lame from their mother's womb." They are some who inherit a temperament like a keen east wind, and they have been maimed by the shrew which dwells in their own souls. Others inherit a disposition like a damp, heavy cloud, and something like a chilling sea-breeze holds possession of their life. Some find themselves loaded up with a temper like gunpowder, or they possess bodily passions which erupt with the violence of volcanoes. Others are born with sluggish wills, and others, again, with spirits that are shy and timid as a bird. There are souls which are born with thin and scanty emotions; the river of their affection trickles along like a stream in days of drought. And, again, there are souls which are like ships without ballast in a heavy sea, and they are tossed about with an inconstancy which makes the journey of life a continual distress. Well, all these, and many more whom I could name, have been thus lame from their mother's womb, and these unfriendly forces of heredity have driven them into defeat and confusion in every crisis of life's campaign.

WOMEN WORKERS AND THEIR LOOKS.

"Make no mistake; women do think about their looks when they drive a lorry or go the postman's round. Dress crops up in all employers' problems. Convey to the woman worker that she looks nice, and her last ounce of overtime is yours."—Daily Mail.

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.

March 8, 1916.

D. H. McDUGALL.

We should perhaps have written "Excelsior" after the name, so that simple folks might not conclude that what they were about to read was an obituary notice. We did not write the word, possibly, because in speaking of Mr. McDougall's promotion to be General Manager of the Dominion Steel Corporation, which includes, of course, the Dominion Coal Co., the writer is not wholly in a triumphant mood, and possibly the word was not written because this notice will contain at least one phrase common to obituaries, namely, "His gain is our loss." The newspapers which have referred to Mr. MacDougall's elevation have said nothing but the nicest things of him, and all that has been said of him is deserved. And yet, and yet, while very proud that he has been judged eligible to fill so big and responsible a position, and glad for his sake that he has been found worthy, from personal, possibly selfish consideration, one is almost impelled to exclaim, "Confound it," and why? Well, so long as Mr. McDougall was manager of coal alone, one was not confused with a ceaseless feeling of inequality. Coal was common ground. But, ugh, steel and coal, that is a step beyond one, and in such cases human nature is ready with a protest. The Record, on a former occasion said, referring to a General Manager of the Dominion Coal Company, that each succeeding one was in no sense less capable, less to be appreciated than his predecessor. Of the half dozen who, since 1893, have been at the head of the practical end of the big coal company, it may be well said of D. H. McDougall that he was by no means the least. But why should there be any selfish regret at all, at the promotion; he will still manage the coal end of the business? True, but mistakenly, as I think, the steel end is looked upon as the more important, and as long as the directors think so, they will look for the new General Manager of steel to centre his affections there. Let that pass. The province can congratulate herself that one of her sons has been considered fitted to fill a position which hitherto could only be filled, it was thought, by an outsider. The appointment of Mr. McDougall is the best thing ever the directors of "steel" did. The works at Sydney have not in the past been a towering success. If Mr. McDougall does not succeed in putting them staunchly on their feet, then they never can be made a bonanza to the shareholders.

Portland, Oregon, is the largest city in the world, so far, that has voted itself "dry."

- Rubs by Rambler. -

At the second reading of the bill amending the Nova Scotia Temperance Act—the amendment being to prohibit the sale of liquor in Halifax—Mr. Finn, M. P. P., suggested that the second reading might be deferred for a day or so, so that it might be studied, as the bill primarily affected the city of Halifax. The employment of the word primarily was a mistake on Mr. Finn's part. He should have been content with the use of the word "largely." It is the counties which have adopted the Nova Scotia Temperance Act that the bill, it is hoped, will primarily affect. Owing to the existence of license in Halifax the attempts to enforce the N. S. Temperance Act are to a large degree abortive. It is because liquor is sent from Halifax to these counties that there is so urgent a demand for the passage of the act. When Mr. Finn said "Halifax was primarily affected" he possibly had the "trade" in mind. There are, however, those in Halifax at the present time who, it is designed, should be largely affected by the bill, and those are the lads in khaki. If the lads in khaki were not sufferers from the fact that license prevails in Halifax, and if the temperance counties were not affected similarly, then it is possible a majority of the Legislators might say let Halifax have its way, the policy it adopts in reference to liquor traffic, harms none but its own citizens, let them have the poison so long as it does injury to none beyond its confines.

For some days, even weeks, after the delivery of the speeches of A. K. MacLean, M. P., and Minister of the Crown Sir Geo. Foster the liberal papers, from the Morning Chronicle up, teemed with editorials bewailing the prevalence of patronage, and lauding these two gentlemen for their strong denunciation of the system. After reading these editorials in the knowledge that there had been no such condemnation of the spoils system when the liberals were in power at Ottawa, one is apt to utter, with emphasis, the word "hypocrisy." It is deserving, no doubt, of a harder name, but the word won't come at my bidding. The condemnation, by the papers referred to, is of patronage as existing and exercised at Ottawa. If they were honest they would not, could not, fail to splurt out a word or two condemning the system as exercised in Halifax. Patronage is quite as rampant in Halifax as at Ottawa, and of the same quality, if not in the same degree. The only difference is that the patronized of Ottawa receive bigger plums than the patronized of Halifax. Mark you, I am not condemning the local government for giving all the pickings to their friends, I am only pointing out that it follows the same system as in operation at Ottawa and that is so roundly condemned by its friends, the liberal newspapers. If any one says the local government is not "strong" on patronage, let me call attention to a few recent happenings. Why was Patterson appointed aldermanic magistrate for the town of Stellarton against the wishes of its town council? He is a liberal. Why were Messrs. Lott and Higson appointed members of a commission to investigate the Drummond fire? They are liberals. Who constitute the commission making inquiry into the closing of the mine at Thorburn? Why, liberals, of course. Who are the Deputy Inspectors

of Mines for the inspectional districts of Cumberland, Pictou, Inverness and Cape Breton? Why, bless you, five hardy ever-flowering liberals, in the persons of Paul, Gray, Davies, McNeil, Nicholson. The pickings, in the power of the local government to bestow, go to their political friends. From this rule the local government has never been known to depart, except in a case or two where conservatives were appointed J. P's. There were no liberals, in these exceptional cases, competent to fill the office, to the eternal regret of the government. Now, be it understood, I have not a word to say against the government for following an old system, nor against the appointees except in the case of the Stipendiary for Stellarton, whose appointment was a wholly indefensible, high handed procedure and a big tactical blunder, or I am mistaken. I am simply pointing out that no other than what is called the patronage system is rampant in Nova Scotia, and that if the system is wholly had the liberal newspapers might take a hand in first brushing down the spiders which infest the local government patronage system before calling for ferrets to clear the Ottawa system from the rats preying upon it. The reason, possibly, why consistency is called a jewel is because of its rarity—it is not to be looked for in the partizan press.

To extinguish the patronage system will be no easy matter. Due to centuries of growth its roots are firmly established. Any who think that it is of recent institution, or that it is confined largely to this side of the water, are mistaken. Englishmen, especially Londoners, do not take kindly to the Scots. Why? Oh, they had a grudge against them since the time England came begging to Scotland for a King, and when the Scots, large hearted, even if they have, as alleged, an eye to the main chance, graciously granted their request. Scotland gave England its James VI in order that he might become James I of England. James was not among those who have small sense of gratitude. He firmly believed that one good turn deserves another, so when an honorable or a lucrative position was to be made, or filled, James thrust a Scotsman into the newly made office, or the vacancy. Wherever an Englishman turned in London, he knocked against a Scot. The presence of the Scots in so large numbers made him mad and he assailed the patronage system as fervently and as fiercely, as did A. K. McLean lately in Ottawa, and as did the esteemed Chronicle in Halifax. The patronage system proved to be not a bad thing for Scotland. Through it the Scots peacefully occupied London, a thing they had in vain sought to accomplish, by force of arms. The patronage system does not worry me greatly, due possibly to the fact that I am one of its victims, and yet I might tender this advice to the ministers at Ottawa, viz: "If you have the slightest idea that at next election the liberals may slip into power, at once take A. K. McLean's suggestion to heart, and forthwith introduce a bill divesting the government of the power and privilege of making appointments to any position to which a salary—or perquisites—is attached.

The barriers of class distinction have been so broken down that aristocrats are now fighting side by side with common labourers.—Rt. Hon. Will Crooks, M. P.

MR. DRUMMOND ON THE MINES REPORT.

On Thursday afternoon last Mr. Drummond from his place in the Legislative Council made the following remarks, basing them on the Mines Report laid upon the table a day or two previously:—

"When the Leader of the Government in this chamber presents a Governmental Report, by motion implied and understood if not expressed, it is laid upon the table so that Hon. Members, if they so desire, may at some future day refer to its contents. At this time I desire to make short reference to the Report of the Department of Mines, presented the first of this week.

The Report in some respects is better than its predecessors. It is less bulky than reports of recent years; much matter appearing in former reports of questionable practical value has been omitted, and there has been a commendable effort at condensation. The information has been better systematized, which is noticeable particularly in the tables of accidents, where the non-fatal and fatal accidents are grouped separately and not bunched mixtly maxtly as in previous reports.

The coal trade of the Province is as big as it is important a subject. It may be looked at from say four standpoints: A counsel for the coal operators has his view point. An attorney for the workmen has his, which is different; the consumers' advocate agrees with neither, while the spokesman for the trade per se, accepts in part, and dissents in part from the views put forth by the other three.

At this time, though the task be far beyond me, I shall speak a word or two for the trade and refer to a fact or two which I am presumptuous enough to believe will be not only interesting to the members of this chamber, but to those who may by and by read its proceedings.

From the Report, at page 16, you will notice that the production for the fiscal year 1915 fell below that of 1914 by no less a quantity than 626,000 tons. There is no need to get unnecessarily alarmed over the rather formidable looking shortage. I do not take much stock in production; I am more concerned as to sales, as they give a clearer idea of the quantity on which royalty is paid. What has been the decrease in sales in 1915 as compared with 1914? Turning back to page 15 you will find that the lessened sales for last year are not 626,000 but 407,000 tons. That is bad enough, you may say. Yes, but it might, all things considered, have been worse. You must be careful to notice that this decrease of 407,000 tons is for the fiscal year ending 30th September. The sales for the last three months of 1915 showed such gains over the same three months of 1914, that the sales for the calendar year, instead of showing a decrease, actually show an increase of approximately 150,000 tons. Honourable gentlemen will be pleased to learn that the first four months of the fiscal year have not only overcome the deficit of 407,000 for the fiscal year preceding, but at the end of January there is a balance to the good of over 30,000. In other words, in the last four months there has been an increase in sales of approximately 450,000 tons as compared with 1915. That means that the government received some \$55,000 for the four months ending January 31st, 1916, more than for the four months ending January, 1915. This should be heartening to those overlooking the financial affairs of the

Province. As indicative of the general prosperity of the Province it is well to notice that considerably more than a third of the total sales was disposed of in the Province; if lumber coal be included then three-sevenths of the total sales were marketed in Nova Scotia, a record I believe, so far as home sales, in comparison with exports, are concerned.

Complaints are heard at times as to the alleged high price of coal in Nova Scotia. At the present time, if the United States be excepted, I know of no country where the price is lower. As a consumer in a small way, I am not going to say that the present price of coal is not a trifle stiff, but I will say that many would not rail at its being excessive if they realized all the cost entailed in the production of a ton of coal. In Nova Scotia coal could be sold at a much less rate were it not for the water that has to be drawn up and the timber that has to be sent down. The weight of coal being drawn daily from the collieries is not once to be compared with the weight of water. Taking the commonly accepted specific gravity of pit water at ten pounds to the gallon, the weight of water raised in a year is sixteen million tons as against say seven million tons of coal. If this water could be raised and stored in reservoirs it could be sold for power purposes at say five cents a thousand gallons, representing a yearly value of some \$165,000. Of course, according to location and strata formation, the cost of raising water adds to the cost of a ton of coal, it may be five cents at some collieries, and forty-five cents at others. I am assured that at one colliery where the output was comparatively small the steam pumping of water added to the cost of production forty-five cents a ton. Then there is the item of timber. There were received at the various collieries last year over 3,305 million lineal feet of lumber. At two cents a foot this would mean a value of say \$400,000. This means about six cents a ton for every ton of coal sold. But here again, as in the case of water, the cost to one colliery for timbering is far in excess of that to another. For instance, there is one colliery in Cumberland County where the timber adds only a cent and a half to the ton of coal sold, while the timber cost to another colliery in the same county is nigh twenty cents a ton. At several collieries in Cape Breton the timber cost is not four cents per ton; and, at least, at one colliery on Cape Breton Island the cost is four times that; and, be it remembered that to the timber cost has to be added a rather formidable labour cost in assembling and setting the timber in the workings.

An interesting table to one familiar with coal mining is that on page 161. While interesting to the expert it possibly is a difficult table for the lay mind to grasp. Taking the first line in the table we read: "Average days work a month 19" — "Total workmen 9,813; and the total days 1,695,987." The layman takes it into his head to verify the tables and divides the total days by the total workmen and to his surprise finds that his count makes the days worked 145 and not 19. He then multiplies the 9,813 by 228, being twelve months at 19 days per month, and much to his surprise finds the answer to be, not 1,695,987 but 2,237,364, a difference of no fewer than 541,377 days. He is puzzled, and here the expert steps in and attempts

to make matters clearer. The statement that the pits worked 19 days and the number of workmen and the days worked must be accepted as correct, having been attested to. Though the pits worked 19 days, the men absented themselves from sickness and other causes, more particularly and emphatically other causes, four and a half days a month, or fifty-four days on an average in a year. There was a loss of time amounting to about a quarter of the time that could be worked. Among them the men in the employ of the company, through sickness or other causes, lost say half a million days in the year. The subject of absenteeism is as perplexing as it is aggravating.

A few words as to the fatal accidents, reference to which is made on pages 112 to 115. The number of fatal accidents last year was 41, which gives a disappointingly high fatality rate. It has been asserted that 90 per cent. of the accidents in the United States are preventable, and I incline to the opinion that the statement is not exaggerated. How many of the 41 accidents in Nova Scotia may be placed in this class it is impossible to say as while how or what occasioned the accidents is given, the "why" such accident occurred is not. Glancing at the table you will notice that the verdict of the coroners is invariably accidental. Are we to infer from that word that in every case except two the accidents were not preventable. I cannot accept that theory. My opinion is that as a rule the coroners in the case of mining fatalities have not a proper conception of what their duty is. The coroners tell us in their verdict "Killed by a fall of stone;" "Killed by a fall of coal;" "Killed by a runaway box." Now, everybody before the inquest knows what killed the men, no need of an inquest for that, but all interested want to know "Why was there a fall of stone?" "Why did the coal fall?" "Why did the box run away?" was it for want of timber or spragging in the first two cases, or from negligence of a workman, or from bad rope or material in the case of the third. Unless we know the "Whys" and the "Wherefores" of the accidents, we may shout "Safety first" till we are black in the face without any practical beneficial results. As the law now stands, the Mines Department are practically powerless in the matter. It is in a way bound to accept the verdict of the coroner's jury. As the fatal accidents in mines form a large proportion of those occurring in this Province, I have for some time been advocating a change in the mode of holding inquests. The prevailing opinion may be that a physician is a proper person to appoint a coroner. That may be correct so far as concerns other industrial accidents. For inquests on accidents occurring at the collieries, men only with a practical acquaintance with coal mining should be appointed. My idea is that one coroner should serve the four mining counties. Do you say that would involve a new expense? What of that? When we speak of the value of an able bodied man to a country, is it all pure practice? If we can properly ascertain "Why" certain fatalities occur, and can thereby enforce prevention, what is the saving of a couple of thousand dollars in comparison with the saving of a number of lives? It has been suggested that possibly the large number of fatalities from falls of stone is due if not to the cupidity, to the overzeal for economy on the part of the oper-

ator. Let me here say if that be a general accusation, it is wholly unwarranted. I am familiar with the Mines Regulation Act, and more so than most with the special rules for the guidance at collieries for the employees, and I can say that if pit men have not all the timber they require placed at convenient places in the mine, the remedy is in their own hands. It has been further suggested that less timber is being put down some collieries than when these collieries were shallower. I can well believe that. A fifteen year old colliery may require less timber than a five year old, for the work in the former consists largely in drawing pillars where timbering is largely unnecessary, whereas in the latter rooms or levels are being driven, demanding a large quantity of timber.

I am, as I have said, of the opinion that many fatalities styled accidental are preventable. I have been asked what is a preventable accident. Let me endeavor to illustrate my meaning in a simple way. A man enters the hotel from the street; he sees a friend going out with boots whose soles are smooth. He says to him, "The streets are icy and very slippery, I could scarcely keep my feet with rubbers on, you had better put on yours or you will likely fall." The advice is disregarded, the man goes out and shortly thereafter falls, receiving injuries which turn out fatal. That of course was an accident, but a preventable one. Though there may be some who say it cannot well be done, to my mind there is no great difficulty in classifying accidents as preventable and not preventable."

MR. REDMOND'S PREFACE.

(Two Extracts.)

Mr. Redmond has written for "The Irish at the Front," by Michael Maedonagh, a preface which will, we believe, rank with Mr. Lloyd George's famous introduction to "Through Terror to Triumph" as a work of real historical importance. It will be quoted with his great speech at the outbreak of war by every writer who attempts to picture the manner in which a really United Kingdom met the Prussian challenge.

"It is," says Mr. Redmond, "these soldiers of ours, with their astonishing courage and their beautiful faith, with their natural military genius, with their tenderness as well as strength; carrying with them their green flags and their Irish war-pipes; advancing to the charge, their fearless officers at their head, and followed by their beloved chaplains as great-hearted as themselves; bringing with them a quality all their own to the sordid modern battlefield; exhibiting the character of the Irishman at its noblest and greatest—it is these soldiers of ours to whom keeping the Cause of Ireland has passed today. It was never in worthier, holier keeping than that of these boys, offering up their supreme sacrifice of life with a smile on their lips because it was given for Ireland. May God bless them! And may Ireland, cherishing them in her bosom, know how to prove her love and pride and send their brothers leaping to keep full their battle-torn ranks and to keep high and glad their heroic hearts!

"No people can be said to have rightly proved their manhood and their power to maintain it until they have demonstrated their military prowess; and though Irish blood has reddened the earth of every continent, never until now have we as a people set

a national army in the field. . . . How do the Irish people regard their armies in the field? How do their brothers at home regard these brothers in the battle-line, who, at the call of danger and national opportunity, by passing into the soldier's panoply have lifted the name of Irishmen to a new plane in the world's eyes, and opened to their country's cause a new outlook? To themselves the same opportunity of emblement comes. The ranks of their brothers in the field are thinning under the wastage of war. Will they keep them filled? Aye, will they?"

CALAIS.

(Boston Transcript.)

There is quite a smile in the report from Berlin of the British plot to hold Calais after the close of the war. The Herr Professors are too alertly on the job to permit any servicable scrap of history to be wasted, and here is one fairly suited to their purpose to create dissensions among the allies. Let France but realize that Perfidious Albion is preparing to wipe out one of the stains on her honor, and the end of the war is in sight! And in its day Calais was a stain, a tragedy that smote Englishmen to the heart and made them hang their heads in shame. For 211 years England held this fortress on the Channel coast, a pistol, as one might say, "pointed at the head of Paris," from the time Edward III won it in a year of siege from Philip de Valois, until Mary, by stress of storm and unpreparedness, and mayhap, treachery, lost it in eight days to the royal master of the Duke of Guise. It was at that time the most notable fort that England had, and its loss then was as if Gibraltar should fall today. Yet England was well rid of Calais, for all the hot disgrace it made her feel, the tears of rage and mortification, its sacrifice saving her from a continual brawl upon the continent. How many lives might have been spent in its defence down all the centuries? And would there have been an Elizabeth to back a Raleigh and a Drake in the "Good Old Cause" had not the Spanish alliance been discredited at the start? Nor was that the only alliance that came to naught at the taking of Calais, for, though it hastened the marriage of the Dauphin and Mary Stuart, Scotland is British today, not French. In English hearts the old Calais is a memory of the age of chivalry, when Kings and Cardinals, Dukes and Lords played their comic opera parts upon the mimic stage, when Francis, his doublet decked with \$4,000,000 worth of pearls and diamonds, met Henry and the Lady Anne Boleyn, scarcely less gorgeous in their glad array, where clear-eyed English lads and grey-haired sons of the republic, in imperial khaki, are hantling shoulder to shoulder today in the common cause of liberty. The new Calais has received a baptism of fire that has glorified it, sanctified it, welded two peoples into one, and lifted it in the imaginations of men far above the barbaric pageantrics and petty quarrels of a bygone age. "When I am dead," said Mary Tudor, "you shall find Calais lying in my heart." You shall find it today lying in the hearts of millions.

Porridge and the Shorter Catechism, though by no means so popular as they once were, still help to put grit into the grip, and iron into the blood of Scotland's sons.—Major-General Sims, Principal Chaplain.

AROUND THE COLLIERIES.

The water in the Thorburn mine is now up to near No. 4 landing. It is said it cannot rise much further before it reaches the steam pump.

In last issue the Record hinted that certain parties had designs on a portion of the Port Hood areas. Possibly in this we were mistaken, as the Record has been informed that Messrs. Duncan Beaton and others have taken up ground, back of the Port Hood leases, in the direction of Little Mabou. From all we can learn the lessees are satisfied that there is coal on their lease and that they will develop it, beginning in an unpretentious way. The Record wishes them success.

It is rumored that the Thorburn Royal Commission may have another sitting before making a report. It seems that due to the fact that the official stenographer was not versed in mining technical terms errors, of evidence taken, erept in which could be construed in an entirely different sense from what the witnesses intended. From the evidence as published in the Evening News it would appear as if the Commission would have its deliberations largely confined to one point, namely: "Would it pay to reopen the abandoned mine for the comparatively small quantity of coal procurable?"

A member of the local legislature suggests that the closing of some collieries is due to the fact that a company is given many areas all in one lease instead of a separate lease for each area. What does that mean? It simply means that if this legislator's plans had been in existence during the past thirty years Nova Scotia's coal trade would be no larger than in the days of its infancy. There would not be five companies with an output between them of six million tons but a score of collieries, possibly, whose combined output would not reach a million tons. Let it be made law and published broadcast that no company in future would be given more than one square mile in a lease, and that any mile held and not worked would be forfeitable. After the publication of this new edict none but a brainless wastrel could be found who would invest a dollar in Nova Scotian coal areas.

The vacant ground in the Pietou coal field lying in an easterly or southeasterly direction from New Glasgow and lying between that town and Sutherland's River is now almost if now wholly covered by leases. The latest ground to be taken up lies between the Aeadia Coal Co.'s areas and areas held by others, and Sutherland's River. The newest lessee is C. J. Burrell, who has taken first and second rights on two five square mile blocks. It has been reported for some time that there are coal seams in that locality. If the lessee means business then the workmen at Thorburn who are owners of houses, may have opportunity to work nearer home than they have at present. The late new discoveries at Stellarton may tend to a more extended exploration of the Pietou coal fields.

Besides the contribution to the Relief Societies of three-tenths of a cent per ton on coal shipped the local government contributed \$6,250 to what is termed the "Widows' and Orphans' fund." One hundred and twenty-five donations were made, distributed as follows: Sydney Mines district, 28; Glace Bay district, 60; Cumberland district, 21; Pietou district, 14, and Inverness district, 2. It may be interesting to note that for every \$50,000 grant made, the Dominion Coal Company makes the most favorable showing with shipments of 709,000 tons. Pietou comes next with 329,000 tons, then follows Cumberland with 270,000 tons, Sydney Mines with 208,000 tons and Inverness with 110,000 tons, all rough figures. Possibly the Sydney Mines district had more old employees on the roll than any of the other companies. One might have looked for a similar thing in Pietou County, but it must be that in this county the elderly workmen retire at an earlier age than at Sydney Mines and therefore drop from the fund.

For the fiscal year ending 30th Sept., 1915, the coal mining schools cost the Local Government \$9,863.95, divided among the several districts as follows:

Cumberland County	\$3,165.46
Glace Bay	3,109.93
Sydney Mines	1,493.46
Pietou County	1,865.14
Inverness County	229.96

Let it be assumed that the coal mining schools include the schools for stationery engineers. To the \$9,863.00 have to be added the sums paid the members of the examining boards and incidental expenses in connection with the schools, examinations, and granting of certificates, some \$2,200 being the total expense in the matter of granting certificates to mine overseers, managers and engineers and up to some \$12,000. At the last examinations eighty certificates were granted, 39 to coal mining officials and 41 to engineers. Dividing the expenses by 80 it is found that each successful candidate cost the province a hundred and fifty dollars. Last year there were five districts in which examinations were held. From the several districts the proportion of successful candidates for certificates was as follows:

Glace Bay—Mine officials, 22; engineers, 19; total, 41.
Sydney Mines—Mine officials, 5; engineers, 6; total, 11.
Pietou County—Mine officials, 6; engineers, 8; total, 14.
Cumberland County—Mine officials, 6; engineers 1; total, 7.
Inverness County—Engineers, 7; total, 7.

There is an astounding difference, in the cost to the government, for each successful candidate. In Cumberland County the cost was \$452.00, an astonishingly high figure; in Sydney Mines, \$136.00; in Pietou County, \$133.00; in Glace Bay, \$76.00, and in Inverness County, \$33.00 only. It will be

noted that in Inverness County there were no successful candidates for mining certificates—if any presented themselves for examination. But one may not suppose that it costs more to run a mixed school than one where only candidates for engineers' certificates attend.

In August of last year rights of search were applied for and granted over a large number of the coal areas held by the Aeadia Coal Co. There are those who say that the new lessee, Mr. Spence, purposes to bore for natural gas. The Record holds no such opinion, for the reason that up to date gas in Nova Scotia has not been declared a mineral, nor has it ever been declared the property of the crown. Gas, like water, belongs to the soil. Our opinion is that Mr. Spence is after oil shale. So far shale has not been declared the property of the crown. Indeed the Mines Department has so far fought shy of declaring what shale is. An official opinion of what shale is has never been given, though a former official of the Mines Department said there were two kinds of shale, one which properly can be called shale, and the other which can not be properly so called, but must be classed as coal. The names given to the two kinds of shale are carbonaceous and bituminous. The former may not be called coal while the latter may. The former is the product of fishy material and the latter a product of vegetable matter. Just here the puzzle comes in. If the shale underlying the Aeadia leases is of the kind that may be called coal, it goes with the leases of that company. If it is not coal, what is the government's position in the matter? Shale is not one of its mineral reservations, therefore in a matter of this kind the government is a mere spectator. Of course it is not to be expected that the Aeadia Coal Company will permit without protest boring to be carried on over a large portion of its property. The areas covered by Mr. Spence are presumably on the east side of the East River as no boring would be permitted in the vicinity of the company's collieries. If Mr. Spence honestly purposes to prosecute the shale oil business he deserves encouragement in every reasonable way. It should not be hard for him to make amicable arrangement with the Aeadia Coal Co. To invoke law is not a profitable business, as a rule. A famous law-suit took place in Scotland many years ago, called the Torl-anhill Mineral dispute. The question before the courts was "Is this mineral coal or is it not?" The Record forgets at the moment which of the litigants the decision favored, but the suit was a very costly and lengthy one and did not finally settle the question as to when shale was coal and when it wasn't. Oil from shale is a most profitable industry in Scotland and the wonder is that it has never attracted practical attention in Nova Scotia, where it is to be found in immense if not unlimited quantities.

—AFTER THE WAR.

Below we give extracts from an interview granted by Mr. Walter Long to a British paper. Mr. Long though once a minister is not a politician in the ordinary meaning of the word. He is not brilliant, but is possessed of strong common sense. His views should be interesting.

But taking Great Britain as a whole the effects of the war are mainly seen in the extraordinary, if

temporary, briskness of trade and demand for labour. The working classes are earning far higher wages than ever before in many cases, and women have come into their own as far as employment is concerned. In many respects they have proved themselves fully the equals of men, and have shown themselves physically capable of many kinds of work which formerly had been regarded as beyond their strength. Moreover, it has been necessary for employers to alter conditions of factories and workshops to the extent of making it possible for them to work side by side with men. Previously this has been one of the most formidable obstacles in the way of employment of women, but recently, without any fuss or outcry in regard to expense, it has been overcome.

My belief is that women in industry have come to stay. I fully expect that after the war there will be a development in industry in this country that will absorb their energies fully. In any case, the lighter occupations will probably remain theirs perpetually. To take one instance, I believe the male domestic will utterly disappear. We shall no longer see an able-bodied footman, capable of man's work, handling round taceups in a drawing-room.

But is not this present prosperity largely artificial? (the interviewer asked).

Not necessarily so (answered Mr. Long). This war has done more than merely create new demands for labour. To a large extent it has put new energy into this country. The Englishman, taken as a whole, seldom troubles about making large sums of money. He is more concerned with procuring sufficient for his immediate needs and in maintaining his family in moderate comfort. It is very rarely he seeks money for its own sake. But this war, with the tremendous burden it will leave behind, is likely to imbue him with a new driving energy.

What about home politics? Will the old party divisions ever operate again on the same lines?

I doubt that very much. I do not think we shall ever get back again to the Liberal, Conservative, even the Labour party, in the sense I have always known them during my thirty-six years in the House of Commons. The recent association of the leaders of the different parties during the past eighteen months has undoubtedly altered the attitude of all towards many hitherto pressing problems. Working together, men quickly find how much they have in common. And after the war we shall find ourselves confronted with a new and entirely different set of urgent questions which will strike clean across the old party divisions.

Moreover, I think even our Parliamentary system will have to undergo a change. Above all, I think there will be a general desire for closer association with our oversea dominions, apart from the feelings of gratitude we have for the enormous sacrifices they have made for the mother country.

Class Distinction Breaking Down.

Is this war likely to leave a lasting mark on the life and people of Great Britain?

Inevitably. Already it has practically accomplished one great thing in that it has almost completely broken down class distinction. I doubt if the working classes of this country regard any more the aristocracy as an effete race of parasites fattening on their labours. And, on the other hand, the aristocracy more than ever before realises the magnificent qualities of the British working man

and what the nation owes to him. I think the common sacrifice has brought all classes together in a manner that has not existed since the Napoleonic wars. The common peril has reunited the country.

Furthermore, all our standards of life are changing, and must continue to change. The nation must go back to the simple life, to the less luxurious method of our ancestors. I do not mean that I want the poor to suffer in any way. The more wages the working man earns to the extent that he can procure for himself and his family better food, better clothes, better housing, the better it will be for the country. But above this minimum standard of comfort every class will have to alter its ways. We shall have to abolish all useless luxury.

Mr. Long said he did not believe that with peace would come a social upheaval which was likely to cause a clash between capital and labour. He thought the opposition of the Labour party to the Military Service Act was due to a misapprehension. The working men rightly regarded the great trade unions as their bulwark and support, and, he believed, it seemed to the majority of them that the great edifice they had erected and the rights they had fought for and won were instantly to be destroyed. He saw their point of view and sympathised with it, but they had been misinformed, and when they realised the true position their opposition would disappear. He believed the working man was sound to the core, and that he was as true a patriot as any of them. He had great confidence in the Labour party. Mr. Arthur Henderson was a true statesman, and several other members of the party were men of deep and sound judgment, with the welfare of their country at heart.

SCOTS FOLK.

Mr. J. Hugh Edwards, M. P. for Mid-Glamorgan-shire, who spoke in Glasgow and Aberdeen last week under the auspices of the Scottish Brotherhood Federation, seems to have a very high estimate of the qualities of Scots folks. In the course of conversation with a Glasgow journalist, Mr. Edwards said that from what he had seen the scenery of Scotland was really grand and majestic; the scenery of Wales was beautiful and rugged, but for grandeur it could not be compared with that of Scotland. His reception by Scots audiences has quite taken him by surprise. The Welsh people are highly emotional, and can easily be raised to a pitch of enthusiasm, whereas the English are not so responsive to the speaker's appeal. He had often heard it said that Scots audiences were unresponsive, cold and unsympathetic, but he had found them to be the opposite of this in Glasgow. Never in the whole course of his public career (and he had considerable experience of Welsh and English audiences) had he found audiences so ready to understand the speaker's point of view, so attentive and so sympathetic. The kindness of the Scots folk had also appealed to him; he loved to hear the Scots accent, and he much admired those stirring characteristics which had made Scotsmen and Scotswomen one of the finest and foremost races in the world, a powerful factor in the building up of the great British Empire, and also a powerful factor in the progress of every good and worthy movement in the wide world.

"AFTER THE WAR" PROBLEMS.

(By Sir Leo Chiozza Money, M. P.)

We may rejoice that the Government has declared that it is not forgetful of the after-time problems that are boiling and bubbling in the cauldron of war. Never will the nation have so great an opportunity to wrest good from evil. Let it be remembered, too, that although the war may last long yet, the actual time occupied will be but a tiny space in our history, so that we really have not much time in which to prepare for the aftermath. Seventeen months of war have passed, and yet it seems but yesterday that we were at peace. The next seventeen months will fly as swiftly, and then in all human probability we shall be at peace again.

We shall undoubtedly be able to count in aid upon an awakened social consciousness, or, to use with reluctance a much-abused word, a larger and nobler patriotism. A leaven of democracy has even found its way into the Army, where beforetime we had merely officers drawn from the rich and privates drawn from the poor, with the sharpest possible dividing line of caste. At least we may be sure that that kind of Army—the most deplorable kind of Army—we shall never have again. And thus also with the body politic. Not by a process of levelling down, but by levelling up, we must aim at a society in which the burden of hard work and the solace of social comfort shall alike be equally shared.

Nothing is more certain than that the enormous labour power of the United Kingdom—the working force of the grown members of a community of some forty-seven millions of people—could be organised to produce tremendously more wealth than was in practice obtained before the war. The war itself has demonstrated the fact by maintaining our production and the greater part of our export trade, in spite of the withdrawal of millions of our most able-bodied men for fighting purposes. It ought to be obvious to the most unthinking that if we can do the gigantic trade we are now carrying on in war, in spite of our great Army and Navy, the restoration to work of millions of fighting men ought to raise our wealth production far above what it was when war broke out. The war, in fact, has proved the thesis which I presented to the British people before the war in my "Future of Work," viz., that their work as a whole was largely wasted by bad organisation.

Although our organisation for war is notoriously imperfect, it is immensely better than was our organisation for peace before the war began. Never before in our history were we turning out the stupendous quantity of engineering products which is now being produced in our various engineering shops and munition factories. Yet we prided ourselves in peace upon being a great engineering nation. Imagine that after the war we could continue the organisation for war that now obtains, save that the product shall be peace goods instead of war goods. Imagine the effect upon society and upon industry! Our railways, light railways, canals, mills, factories and workshops would soon become splendidly equipped fountains of wealth, pouring out and transporting a plentitude of goods either for home use or for export, to bring in other goods which Nature forbids us to produce. It is a picture which makes the imagination glow. It

is a thing which we could have in solid fact if we cared to put our hands to the task of the organisation.

HORSE'S TRAGIC VIGIL.

A remarkable story of a horse's faithfulness is related in a monthly magazine of the Clarendon Mission, Pentonville, N., by one of the Coldstream Guards Regiment.

"After fierce fighting at Loos," he writes, "it was noticed that there was a horse standing between the firing lines. For two days he remained there. Then some of our men crawled out and found that he was standing by the dead body of his rider, and would not leave the spot.

Later on some of our men very bravely arranged to get out to the horse again, blindfolded him and brought him back to our lines."

I do believe very earnestly that in the last half-dozen years clergymen as a whole have done great damage to Christianity by their unwise backing of the ignoble pacifist movement, which puts peace ahead of righteousness. If there is one thing the Bible teaches, it is to put righteousness first. Peace is good when it is the handmaiden of righteousness and not otherwise.—Mr. Theodore Roosevelt.

The Church must prepare to give a new and powerful message in the land. The Christian standard of purity in regard to home life must be asserted afresh. In commercial life also the Christian standard must be insisted upon. No doubt England stands high in the honesty of its great business concerns; but in the petty details, the small transactions and little rivalries, the hateful maxim "Business is business" prevails. Business methods must be converted into Christian dealings.—The Dean of Wells.

The greatest type of courage to me now is a man, crouching down beneath the parapet of the trench, his klaki plastered with mud, not an heroic figure to outward appearance, nothing attractive to the eye. Through the days and the nights of the long winter he sticks it—and he jokes about it. That is heroism. There is an impression in some quarters at home that the men like the life. They hate it, and yet they are always cheerful.—Rev. S. W. Berry, on returning from the Front.

At the annual meeting of the National Provincial Bank of England Lord Incheape said: "In my humble judgment, Germany is already irretrievably beaten, and no one knows this better than she does herself. . . . Her trade with the outside world, except for a fraction which finds its way through neutral countries, is practically dead. She is even driven to the expedient of trying to get her rubber supplies conveyed to her in garden carts across a neutral frontier in 9-oz. balls, ingeniously painted to resemble Spanish onions. I have myself seen one of them."

Sir George Toulmin, M. P., speaking on Saturday at a conference of the Lancashire and Cheshire Band of Hope Union, said the loftiest patriotism at the present moment was so to work that the nation of the future should be a sober nation. Rev. A. T.

Guttery said the drink trade had been discredited as never before—condemned in the judgment of all the belligerent nations, friendly and hostile. Professor Weiss, speaking from the sociological standpoint, said if we could only tackle the drink problem we should be far better able to resist those evils which after the war would come to an impoverished community.

Sometimes in reviewing the career of the Kaiser it is more charitable, as well as perhaps more just, to believe him the victim of monomania. An inordinate vanity is often a form of dementia, and the man who has allowed the horrible illusion of his own infallibility to overpower him becomes a lunatic, nursing dreams of illimitable greatness.—The Daily Telegraph.

A marked reduction in Britain in the convictions for drunkenness has resulted from the liquor control orders. Dr. Addison, replying in the House of Commons to Sir Walter Essex, said the convictions during four weeks ending December 19, as compared with the four weeks preceding the order, had fallen approximately 50 per cent. The reductions were—in the North-East Coast area, 37 per cent.; Liverpool and Mersey area, 46 per cent.; Midland area, 63 per cent.; West Riding area, 53 per cent. The figures in Scotland, although less satisfactory, showed a substantial reduction.

It was Silvester Horne, in his last speech in England, who said that Moses, four thousand years ago, was in advance, with regard to social progress, of the existing British Government and Parliament. The Government, we are glad to learn, has just got abreast with Moses in recognition of the worker's absolute need of the weekly rest-day. Months ago employers and works managers were unanimous that the seven-days' week was so injurious to the worker that it was not compensated by increase of output. This fact has now, it is stated, been made even disastrously clear in Government-controlled munition works, and they are to abandon Sunday work.

To shop economically, buy in small quantities—this was the gist of a lecture on "Waste in Shopping" by Mr. Grant Ramsay, principal of the Institute of Hygiene. In France one could buy the leg of a rabbit or the wing of a fowl, and consequently an invalid in poor circumstances could have a delicacy which would otherwise be beyond his means. In some Westend shops it was now possible to buy a quarter of a fowl.

WHERE "TIPPING" IS UNKNOWN.

Lecturing before the Literary and Philosophical Society of Leeds on "Serbia and its People," Mr. C. B. Howdill paid high tribute to the independence and thrift of the Serbians. During his travels in that country, he said, he had never seen a hand held out, nor met a beggar. Even "tips" were strange. Paying his hotel bill in one town he gave a youthful waiter a margin for a tip. The money was handed back. The idea of a tip was so foreign to the Serbian and the lecturer's familiarity with the language so limited that they did not easily come to an understanding.

SAY OUR SOLDIERS.

"Give us the stuff to fight with; don't talk, but work to help us, till we've thumped Germany so thoroughly that our children may reap the benefit of the work we have done, are doing, and will do. But if talk tries to render that work useless, the very deed will rise in protest under their white deal crosses."—Referee.

To imagine that in this struggle the forces that hold the Son of God in contempt, and boldly affirm His ideals to be those of weakness, are to triumph, would be to deny Him barely. It is not that we ought not to do this; it is that we cannot, if in our own lives we have really known His power.—Dr. Campbell Morgan.

Fifteen or twenty years ago I could have taken you to half a dozen places where you would have found lads sleeping out; today I do not know of one. Indeed, I do not think boys and girls are now to be found sleeping out. The old type of street arab is passing away.—Mr. Thomas R. Aekroyd, Hon. Sec. to the Manchester Boys' and Girls' Refu-

IN ORDER TO WIN.

"To beat the Germans this country has got to pluck in with all its might at home as well as abroad. Ministers must make up the minds to take off the kid gloves and go in with knuckle-dusters."—Saturday Review.

In Wellington, New Zealand, a widow who asked for a pass to be present at the departure of reinforcements was asked whether she was next-of-kin to a soldier. She answered: "Yes, I have only one left. I had eight boys, seven have already gone, four are killed, three are wounded, and now I am sending my last. There is only one."

Mr. G. N. Barnes, the Labour M. P., in the course of an informal talk to the members of the Glasgow Corporation, said that his support of the Military Service (No. 2) Bill had estranged some of his former friends, but he felt compelled to sink academic considerations of liberty with a view to prosecuting the war to the only possible conclusion of triumph over the Central Empires. Nothing he did now pledged him to any course of action a year—or even a day—after the war.

Commenting on the very small proportion of nervous diseases at present among the men of the Fleet, Surgeon-General H. D. Rolleston, R. N., says that it is quite possibly due to the absence of alcoholism among the seamen. The allowance of stimulant is only half a gill of rum daily, and special precautions are taken to prevent the men having more.

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Synopsis of Coal Mines Regulations.

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-West Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years, renewable for a further term of 21 years at an annual rental of \$1 an acre. Not more than 2500 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory, the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, rescinded by Chap. 27 of 4-5 George V. assented to 12th June, 1914.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

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

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Concerning the 'Record'

The first Number of the 'Trades Journal' was issued the first Wednesday of 1880. The 'Journal', while taking a deep interest in the Coal Trade, was more particularly interested in matters affecting the welfare of those employed in the coal mines of the Province. Its aim was to secure for these better working conditions, and to give them the standing in the community to which, it thought, they were entitled. That much good was accomplished along these and kindred lines is acknowledged by all able to make comparison between conditions as they existed in 1880 and as they exist now.

In 1898 the name was changed to the **Maritime Mining Record**, in order to express more distinctly the place it was intended to occupy. Since then, till now, its pages have been devoted chiefly to coal mining, which is the staple industry in Nova Scotia. With the growth of the trade it has grown in influence, and is now considered the one reliable authority on all matters connected with the coal trade.

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