

Dr. R. Bell  
Coal survey dept.

136 Macdunn St.  
Ottawa

# Maritime Mining Record

DEC. 14 1910

## DOMINION COAL COMPANY, LIMITED.

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### "DOMINION STEAM COAL,"

Gas Coal and Coal for Household Use  
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**M. J. Butler, C. M. G.**

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Telegraphic Address, Latch, Haymills

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(ESTABLISHED 1730)

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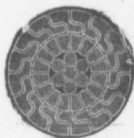
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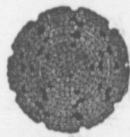
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*Unexcelled for Domestic, Steam, and General Purposes.*

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**DELIVERED BY RAIL OR WATER,**

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our 'FENERTY' Brand

COOK'S PAN SHOVELS,  
COAL TRIMMERS SHOVELS,  
SCRAPER SHOVELS, ETC.

—ARE USED BY—

*The Largest Mines in Canada*

MANUFACTURED BY  
**The HALIFAX SHOVEL Co.**

HALIFAX, N. S.

ALL GOODS GUARANTEED.

**ORNAMENTAL  
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WE SPECIALIZE IN MINERS'  
SCREENS made of HARD STEEL  
WIRE or PERFORATED SHEET  
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HAMILTON.

**THE GARLOCK PACKING CO.**  
Hamilton, Ontario

—Manufacturers of—

**GARLOCK PACKINGS**

"Be sure you get the Genuine."

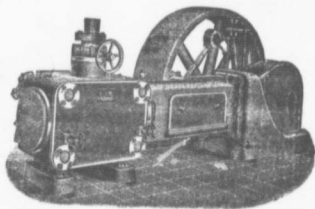
**Everything in PACKINGS,  
and ENGINEERS SUPPLIES.**

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**'XTERRA'** COLLIERY LAMP OIL  
For Marsaut, Mussels Deflector or Closed Lamp.

PURE WHITE FLAME. LOW PRICE.  
**E. WOLASTON, Dutton St. MANCHESTER**  
Sole Representatives for Canada, AUSTEN BROS.,  
Halifax, N. S.

## Robb Corliss Engines



Have the Armstrong-Corliss valve gear, which will operate at a higher speed than the ordinary releasing gear.

This valve gear does not depend on springs or dash pots for closing, and runs without noise.

The wearing parts of the valve gear are enclosed in a casing and run in oil so that friction is reduced to a minimum.

**ROBB ENGINEERING COMPANY, L't'd,**  
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RAILWAY**

**MARITIME**

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1910-11.

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CANADA'S MOST  
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TRAIN.

Connections with Grand Trunk Railway Trains  
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Western Points,

**THE ONLY  
ALL CANADIAN ROUTE.**

# MONTREAL STEEL WORKS, Limited.

Steel Castings,  
Forgings,  
Springs,  
Frogs,  
Crossings,  
Interlocking Plants

We make a Specialty of  
**Manganese Steel Castings for**  
MINING PURPOSES.

Point St. Charles, . . . . . Montreal, Canada.

## COLLIERY SUPPLIES.

**Wrought Iron Pipe. Cast Iron Fittings.**  
**Brass and Iron Valves, Steam, Water and Suction Hose,**  
**Metals of all kinds. Boiler Plates and Tubes.**  
**Fire Brick. Portland Cement. Fuse and Detonators.**

Nova Scotia Agents for

**Allan, Whyte & Company's Wire Ropes.**  
**WM. STAIRS, SON & MORROW, LIMITED.**  
Halifax, Nova Scotia.

From indications of fire damp in the fan chamber on the top of the upset shaft of the Wellington Pit, Whitehaven, the gas in the mine is steadily diminishing. The officials of the colliery are opening certain ventilation doors by degrees of three inches. Ventilation has been effected for practically five thousand yards. Near the friction gear, where the outbreak occurred, two bodies were discovered. They were in an advanced state of decomposition. It is probable that all the bodies will be recovered within a few days.

Many good stories are told of the Irish experiences of the late Earl Spencer. One day he was out hunting and had just leapt a hedge into a lane when he was aware that a funeral was coming up the road. He thought it might hurt the feelings of the mourners if he passed them hunting, so he hid himself. As the funeral came by, the hounds appeared, and instantly, setting down the coffin in the road, mourners, pall-bearers, and all started in hot pursuit, and Lord Spencer found himself left alone with the coffin.

Prof. M. Baker, Professor of Geology in Queen's University, has returned to Kingston, after spending the summer in a geological examination of the alleged 'coal fields' of New Ontario for the Bureau of Mines, Toronto. They were non-existent. Prof. Baker reports, that about 30 miles further down the Metagami at Grand Rapids a promising area of limonite iron ore is found. The red or brown iron ore is of excellent quality, being free from sulphur, and with only the smallest traces of phosphorus. This ore is found on both sides of the Metagami River, and across the whole bed of the stream, and is attracting considerable attention now from the iron men.

Melbourne, Oct. 2.—In the federal parliament Attorney General Hughes introduced a bill amending the constitution and giving the Commonwealth complete legislative control over trade, commerce, corporations and industrial matters, including employment, wages, settlement of disputes and giving it power to deal with combinations and monopolies. The bill was read the first time. When it is passed it will be submitted to a referendum.

An alloy, heavier than pure aluminum, and as strong as steel, which can be rolled, drawn, stamped, extended, or forged at suitable temperature, has been discovered by Messrs. Vickers, Sons and Maxim. It is named duralumin, and as it is only one-third the weight of brass, it is expected largely to replace that metal for common uses.

In the fashionable clubs of Mayfair, barley-water, flavored with lemon, has become the favourite drink. A wine-sipper has sorrowfully informed a Press representative that 'it is not old fellows with gout and indigestion who drink this poor stuff but what I may call the "young bloods" of society.'

Great Britain heads the list of postal savings with ten million depositors, who have at their credit £143,180,000, while France has four million depositors with £46,000,000. Russia has £20,000,000 with 1,500,000 depositors, and Japan has ¥8,000,000 divided among 1,200,000 persons.



**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. Leases 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.

**FOR INFORMATION APPLY TO**

**CHRISTOPHER CHISHOLM**

Commissioner of Public Works and Mines Halifax N. S.

**ASBESTOS  
SECTIONAL  
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**FOR STEAM PIPES, ETC.**



The use of Asbestos Covering on Steam Pipes, Boilers, and other heated surfaces, results in:—

- A Large Saving of Fuel
- Prevention of Radiation of Heat
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This Covering is made in sections 3 feet long, furnished with a strong canvas jacket, and supplied with metal bands and fasteners. Sold in full sections only.

PRICE LIST ON REQUEST.

**ASBESTOS CEMENT FELTING**

Put up in bags of about 100 lbs. dry; to be mixed with water to the consistency of mortar and applied with a trowel to Steam Pipes, Boilers, Homes, and irregular heated surfaces. Price upon application.

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Valves,  
Fittings,  
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**SOLID DIE  
RIVETS**

Steam Goods  
—of every—  
Description.

**Iron Pipe for**

**Mining Purposes.**

—Catalogues and Prices on Application.—

**THOMAS ROBERTSON & CO.**

—LIMITED,—

**MONTREAL, QUE.**

—Established 1852—

**PRIESTLEYS' Mohairs and Lustres**  
Have Excellent Wearing Qualities

Will not Cockle with Rain. Best for

Spring and Summer Shirt Waist Suits.

All Ladies who wish to look well  
wear **Priestleys Dress Goods**

**Greenshields Limited, Sole Agents, Montreal, Canada.**

**DOMINION BRIDGE CO., LTD., MONTREAL, P. Q.**

**BRIDGES**

TURNTABLES, ROOF TRUSSES  
STEEL BUILDINGS  
ELECTRIC & HAND POWER CRANES  
Structural METAL WORK of all kinds

**BEAMS, CHANNELS, ANGLES, PLATES, ETC., IN STOCK**

## ANOTHER GOLD MEDAL,

for excellence of display, awarded to  
**J. W. CUMMING & SON,**  
 New Glasgow, N. S.

—MAKERS OF—

“Speedy” Coal Boring Machines, “Acme” Ratchet Rock Boring Machines, Miners’ Tools, Copper Headed Stemmers Copper Pointed Needles, Miners’ Picks, Mauls, Wedges, and other mining appliances.

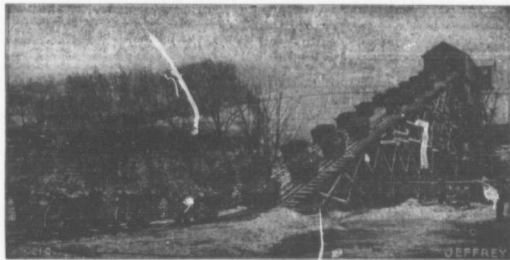
Quality of material and Excellence of Workmanship  
 —is the motto of the Firm.—

The firm a month or two ago secured an order from the Maritime Coal, Railway & Power Co., Ltd., 200 pit tubs. So highly satisfactory was the work that the first order was, after receipt of the tubs, duplicated.

## Jeffrey <sup>Wire</sup> <sub>Cable</sub> Car Hauls

We solicit an opportunity to figure on your Car Haul requirements

Write for Bulletin 21.



are the most dependable for the continuous haulage of Mine Cars.

Jeffrey Car Hauls have unusual strength in proportion to their weight, are extremely flexible, and the absence of wearing joints, gives them the preference over other makes.

**The Jeffrey Mfg. Co.,**

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THE  
**MARITIME MINING RECORD**

Vol. 13, No. 11

Stellarton, N. S., Dec. 14 1910.

New Series

THE GEORGIAN BAY CANAL AND NOVA SCOTIA COAL

The Canadian Federation of Bonds of Trade has issued a pamphlet in advocacy of the Georgian Bay Canal, from which we take the following:—

The deep waterway at the Sault has made possible westbound shipments of coal no w reaching 10,000,000 tons a year.

The Georgian Bay Canal will open the way for shipments of Nova Scotia Coal which will in a few years aggregate millions of tons annually.

Coal formed 17.1% of the freight traffic of the Sault Canals in 1909.

The growth of the coal traffic on the Lakes is shown by the following figures:

	Tons
1880.....	170,501
1885.....	894,991
1890.....	2,176,925
1895.....	2,574,362
1900.....	4,486,977
1905.....	6,509,056
1909.....	9,940,026

the shipments in 1909 consisting of

	Tons
Bituminous Coal.....	8,527,639
Anthracite Coal.....	1,412,387

Large quantities of American bituminous coal are now imported into via the Great Lakes.

Canada's imports of coal in 1909 were as follows:—

	Tons
Bituminous.....	6,855,080
Anthracite.....	3,017,844
Total.....	9,872,924

almost all of which came to Ontario.

There is in Ontario, therefore, an existing market for approximately 7,000,000 tons of soft coal per annum, which is now supplied entirely from the United States.

If by construction of the Georgian Bay Canal part of this can be replaced by Canadian coal, the direct benefits will be many and important.

The coal trade lies at the basis of the prosperity of Nova Scotia. In 1908 there was derived from coal royalties, \$616,000, being more than one-third of the Provincial revenues.

If one-third of the present demand of Ontario for soft coal were to be supplied from the mines of Nova Scotia, there would result to the Province from this source an additional revenue of about \$250,000 per annum.

In 1908 about \$8,000,000 was distributed in wages in the coal mining industry of N. Scotia, and \$2,000,000 was paid for supplies. The gaining of one-third of the Ontario market would lead to payment of an additional

\$3,000,000 in wages and \$600,000 for supplies yearly.

16,750 men were employed in and about the mines. Their families, and the traders and others relying upon dealings with them for support made a population of 125,000 directly depending for their livelihood upon operation of the coal mines. Adding to this the men engaged in the iron and steel and other industries depending upon the coal supply, it is clear that a large percentage of the population of the Province is materially benefited by the mines. The gaining of one-third of the Ontario market would give employment for at least 6,000 more men in and about the mines.

It would create an additional volume of traffic about equal to the present St. Lawrence coal trade. In this trade the Dominion Coal Company alone employ a fleet of eight vessels of their own, and between 15 and 20 chartered steamers. As the average length of haul would be greater, the additional fleet required for this trade would be probably not less than 40 vessels.

Probably not more than 10 per cent of the American coal imported by Ontario on the Lakes is carried in Canadian vessels. If Nova Scotia were to supply one-third of the present Ontario demand, carried in vessels of 5,000 ton freight capacity, it would furnish about 450 full cargoes during the season, say 3 cargoes daily for 150 days in each year, being the equivalent of 2,700 train-loads each train made up of twenty-eight 30 ton cars.

There is invested in coal mining in Nova Scotia over \$65,000,000. The export trade to the United States depends upon tariff regulations from time to time in force, and has therefore been subject to violent fluctuations in the past. Prior to Confederation the New England States were the best customers for Nova Scotia coal. But the trade built up during the existence of reciprocity with the United States was soon destroyed at its close. In 1867 the United States Government imposed an import duty of \$1.25 a ton. Shipments to the United States, which in 1866 amounted to 404,254 tons, fell off, until in 1833 they were only 15,009 tons. In 1893 the duty was made 40 cents on screened coal and fifteen cents on slack. Through taking advantage of classification bringing most of the shipments under the lower rate, and through the active interest of American financial men the exports rose again until in 1903 they had reached 968,832 tons. In 1907 they had fallen of to 616,312 tons, and in 1908 the receipts of the port of Boston were nearly 500,000 tons less than in 1907.

The uncertainty of the export trade hinders investment of capital to provide proper equipment for handling large traffic. And to the extent that the mining industry of Nova Scotia is dependent upon the United States market it feels and must continue to feel the effect of this uncertainty in cramping its activities and

preventing the investment of capital necessary to its development. The opening up of an enlarged market in Canada would undoubtedly greatly improve the conditions of production, and tend to render the position of this important industry far more stable than at present, as trade developed wholly under our own flag would be of a more permanent character than trade dependent upon tariff relations subject to fluctuation.

The railways of Ontario are operated and its factories run with American coal. The position of industries wholly dependent upon a foreign fuel supply must always be precarious. That of Ontario's industries is peculiarly so, for if the supply of coal from the United States were for any reason at any time shut off, under existing transportation conditions its place could not be supplied at reasonable cost and within any reasonable length of time from domestic or other sources. So it may be said that we're practically at the mercy of circumstances and forces over which our Government can exercise no control.

Not only will the deep waterway remove this danger by allowing coal vessels to ascend from the Atlantic to all our upper Lake ports, but the greater development of the Canadian industry will increase the ability of Canadian mines to meet any emergency calling for an extra supply. Ontario's monthly consumption is over 500,000 tons. There is probably never above 300,000 tons of Canadian coal in stock, and available for advance supply at any time. In three or four weeks, therefore, from the shutting off of the American supply we would face a disastrous coal famine in Ontario, which would close many of our factories and cripple transportation.

The gain in safety and stability of the industries of Ontario which would result from the development of a domestic fuel supply, which would at all times be subject to control by our own Government in the national interest is alone a matter of so great importance as to deserve the most careful consideration of both the Federal and Provincial Governments.

The natural line of development of Canada's commerce is between East and West. One of the most important elements in its prosperity is the creation of west-bound traffic, to furnish return cargoes for vessels bringing the products of the Northwest and other inland Provinces to the Atlantic sea-board.

"The coal industry of Nova Scotia, with the iron and steel industries which directly depend on it, furnish the chief exports from the province to other parts of Canada and are the foundation in turn of the large purchases made by Nova Scotia from the Western provinces. The volume of this traffic is unquestionably very great." The increase of Westbound shipments of coal to domestic markets opened up by the Georgian Bay Canal would in turn largely increase the purchases of the farm products and manufactures of Western Canada by Nova Scotia.

80 1/2 per cent of the westbound traffic of the Sault Canals is American coal.

America coal forms four-fifths of the return cargoes of Canadian grain vessels from Fort William.

This fact in itself gives a great advantage on the Lakes to American vessels in securing an undue proportion of the carrying trade, and to American ports and routes in competing for the carriage of grain from the Canadian Northwest.

The greatest weakness of the present Welland and St. Lawrence waterway is the lack of west-bound traf-

fic from Canadian ports on Lake Ontario and Lake Erie.

In 1908 only 33,554 tons of freight from Canadian ports on Lake Erie passed west through the Sault Canals, while American ports shipped 10,719,432 tons. In 1907 the respective figures were 4,428 tons and 12,044,559 tons.

The total west-bound freight through the Sault Canals in 1909 from Canadian ports on Lake Ontario was only 278,573 tons, including all shipments from Montreal and eastward.

Of the 57,895,149 tons of freight passed through the Sault Canals in 1909, 97 per cent was grain, ores, and lumber. The country about Lake Ontario has little or no grain, ores, or lumber to ship. And it buys its coal from the United States.

In 1900 the total westbound shipments through the Welland Canal were 641,017 tons. Deducting from this the United States coasting trade (248,581 tons), the shipments through from Montreal (191,510 tons), and shipments to Detroit, Chicago, and other lake ports, the aggregate freight having its origin or point of shipment on Lake Ontario for Canadian ports westward was under 150,000 tons. Even assuming all this to have passed through the Sault Canals, it shows that our Lake Ontario ports furnished less than one and one-half per cent of the westbound traffic of the Sault Canals, and about one-quarter of one per cent of their total traffic.

If by opening the deep waterway from the coast to the Lakes via the Georgian Bay Canal, Nova Scotia can gain one-third of Ontario's coal trade, the volume of westbound traffic thus created would alone be about fourteen times that of the entire westward movement of freight from Lake Ontario ports.

Westbound freight at the Sault is about 25 per cent of the eastbound. Regarding this as a ratio giving profitable returns to vessels the transportation of 2,000,000 tons of Nova Scotia coal to Ontario points would render economically possible shipments of from 6,000,000 to 8,000,000 tons eastward to the Atlantic coast, equivalent to 200,000,000 to 350,000,000 bushels of wheat.

This opens up the prospect not only of cheap supply of breadstuffs to the Maritime Provinces, but of creation of an important business in hauling export grain from the winter ports of Canada. The advantage of storing grain in elevators on the coast during the fall months for distribution in winter, and of cheap delivery of export freight to Maritime Province harbours is manifestly important.

The harbours of Sydney, Halifax, and St. John are the front doors of Canada. While 2,200 miles nearer to Liverpool than is New Orleans, Sydney is at the same time 600 miles nearer to Rio Janeiro and Buenos Ayres, and nearly 900 miles nearer to Cape Town.

Thirteen harbours in Nova Scotia and New Brunswick are open the year round, viz.:—St. John and St. Andrew in New Brunswick, and Halifax, Louisburg, Yarmouth, Annapolis, Barrington, Liverpool, Lockport, Lunenburg, Parrsboro and Shelburne in Nova Scotia.

The coal lands now under lease cover an area of 1,015 square mile, of which 147 square miles are reported as being operated. A well informed authority estimates the coal in the various known areas as follows:—

(Continued on Page 19.)

## 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 and interests of the Maritime Provinces.

Advertising rates, which are moderate, may be had on application. Subscription \$2.00 a year. Single Copies 5 cents.

R. DRUMMOND, PUBLISHER.

ST. JACQUES, N. S.

December 14

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## THE WESTERN OPERATORS AND RECIPROCITY.

The Fernie Free Press seeks to reply to the Toronto News on the question of Reciprocity in coal. It says that the operators memorandum furnishes the News with ammunition it stood in need of 'Physician heal thyself' is applicable to the Fernie paper. Its own ammunition is inferior. The Fernie paper says: "If it is true that no Nova Scotia coal can be sent into the New England States it is because the N. S. coals are of an inferior quality." The RECORD has never admitted that the general run of United States bituminous coal is superior in quality to the Nova Scotian. And though the operators have been accused of running down their own product we do not think they have quite done that. They have admitted that our coals contain more volatile matter, and being therefore smokier may be at a disadvantage, but not for all purposes, gas making for instance. But the RECORD has admitted and must continue to admit that just as some Nova Scotia coals are better than others, so some American coals may be better than any we have in Nova Scotia. We have nothing in Nova Scotia better for steam purposes than Pocahontas coal, and withal that coal emits a light thin smoke which makes it a favorite for steamships and other purposes. And it should be noted that it is with this first class American coal that Nova Scotia would largely come into competition. Western Virginia coals are largely displacing in the New England market, the coals of the older producing States. Nova Scotia could not hope to compete with Western Virginia coal even though water borne, not could she hope to compete with rail carried Pa., or Ohio coal for the reason that appearance is wholly with the latter.

The Fernie paper laughs at the idea that it would take much capital to build wharves, docks, and other terminal facilities at New England ports, and points to wharves and docks at Toronto to show how the thing can be done. Does the Fernie News imagine that a dock that will accommodate a ship or hulk, or fore and after will suit a 6000 ton steamer.

The Fernie paper asserts that the Americans can only capture the St. Lawrence market by underselling and if they did that consumers would benefit. True they might benefit for a time. But for how long a time? Just until the Americans had obtained control and then the Americans would bleed the consumers white. Dogmatically the Fernie paper says that "Interprovincial trade is not the cornerstone of Canadian prosperity." Indeed. And what benefit then does Nova Scotia derive from confederation. It is her interstates trade that has made America great, and so largely must its Interprovincial trade and Canada to the front.

And then we are told that should the sales decrease and the revenue from royalty decline, the federal revenue would increase. Just how we are not informed. But suppose the royalty declined and the federal revenue increased, to whom would that increased revenue go. Well, to be plain, to the greedy West which wants everything into its capacious maw. Nova Scotia would not benefit any. As it is it is treated like a step-son or a stranger.

The Fernie Free Press has much to learn regarding the coal trade of Nova Scotia and even of the West.

## THE CUMBERLAND COAL MINES.

Last Saturday's Montreal Star contains what purports to be a history of the Cumberland coal mines. Portions of the article are reliable; others are amusing than otherwise. The writer mixes up E. M. Sharp in a curious way with the operation of the railway and the Springhill mines, and fails to take any notice of the prime part played by the gallant Sir. Chas. Tupper. But the portion of the article referring to dividends is amusing to the knowing ones. Up till we read the Star's article, and it has not affected our belief, we were of opinion that the Springhill Mining Company, the short time, comparatively, it was in existence, paid more to its shareholders in the way of dividends than any coal company that did business in Nova Scotia, or that ever will do business. A few years after it began operations, besides paying dividends, it was able to buy from the General Mining Association property costing \$300,000. The Company coined money so rapidly that in order to keep dividends down the stock was watered. The directors of the Springhill company were as the horse leach. Having tasted blood—dividends they kept crying out, give, give, and this greed led to the strike at Springhill, the result of which nearly broke the hearts of the directors, as it destroyed their vision of a positive el dorado. The Company was in a position to make big profits, owing to its splendid geographical position shutting out competition. Below we give a portion of the Star's article:

"Although Springhill had increased from its origin, and the prospects for the future good, yet the companies which commenced developing the mines and constructing the railway failed to realize the large dividends on their invested capital they had anticipated. The expense connected with coal mining on a large scale, and operating a railway, was greater than many had contemplated. As to the company connected with the railway, they found that rolling stock was expensive and the adjoining coal measures were difficult to develop. Owing to small profits on the outlay, some of the stockholders got dissatisfied, and after working the collieries for ten years, sold out their claims to a company of Montreal capitalists, and retired from coal mining speculations. This syndicate consisted of Messrs. John McDougall, Robert Cowans, L. A. Senechal, David Morrice, James Carson and Sir. George Drummond. The new company, with a capital of two million dollars stock and one million dollars bonds, immediately commenced re-organization of the plants of both the Springhill Mining and the Springhill and Parrsboro under the name of the Cumberland Railway & Coal Co., with Mr. John McDougall as President. New machinery was introduced and the work pushed forward with avidity. Capital was invested without stint. An extra vein of life and hope was infused into the district and everything appeared most favorable for a gilded future.

In 1886 the Syndicate slope was sunk on the north seam, to a depth of 2,300 feet, for the purpose of prospecting. This pit was abandoned in 1888, owing to a fire which had broken out in it, and another one had to be sunk, called the Aberdeen. In 1887 the output of coal at the mines netted 439,252 tons, and during the same year nearly two hundred new buildings were erected in the town. The number of hands employed in 1887 at the collieries was 1,400, and the average monthly wages paid to the men was \$51,000. As much as 2,400 boxes of coal, averaging three-quarters of a ton each, was raised from two of the pits in one day during that year."

## - Rubs by Rambler.

I have a leaning to the man who gives expression to his opinions in a manner that may not be misunderstood, and therefore it is that I clap my hands when Premier Haszard expresses himself thus in the matter of representation:

"If Prince Edward Island does not get back her original six members in the Canadian Parliament the bargain by which we were induced to come into confederation was an infernal swindle and there will be insurrection down there if justice is not done."

It is to be hoped that the liberal members will stiffen their spines, and put down their feet if any attempt is made to reduce the number of Nova Scotia's members in the Federal Parliament.

I dedicate the following to certain of the C. B. socialists who follow a blind guide:—

We speak of humanity. Here it may seem that we can dispense with the higher I speak of, for our better nature can call itself to brother-hood and philanthropy. To a certain degree, this is so; but only to a certain degree. As a matter of fact, does our mere natural humanity make us give to our fellows—especially the unlovable and uninteresting and ungrateful and undeserving—not merely some donation of outward charity involving no personal sacrifice, but a really brotherly and self-denying service of heart and life? And is there anything that has made men give this personal and unselfish love, which is what the world of sinful and suffering and solitary souls really need, comparable to His Spirit and example and constraint Who lived and died for us, and Who says to us, "Inasmuch as ye do it unto one of the least of these my brethren, ye do it unto Me"? This is it, then, that the high instincts in human nature reach their best only when they are led up and linked to this Higher. The call of freedom, in itself so clearly a danger, finds its true ideal—the call of religion, in itself so often vague, gains moral and spiritual content—the call of humanity, of itself so easily a cheap sentimentalism, develops unselfish and useful and noble lives, when each of them is brought to Him Whose name is the only name by which men shall be saved.

It was expected that there would be a large increase in labor members at this British election, but instead of that they will be fewer than in the last parliament. And there are reasons for the decline. The Osborne Judgement may have had something to do with it, but the main cause of labor's defeat is the unreasonable and violent methods pursued by union men as exemplified in the case of the boiler-makers and the Welsh miners.

The British public like moderation and fair play. One or more seats were lost to the government because the electors thought enough firmness had not been shown by it in the case of the Welsh coal riots. Take Cardiff as an instance. The government of Mr. Asquith may be resourceful; it is not sufficiently bold and brave.

The marvellous emancipator, Mr. Jas. B. McLaughlan—who, with irreverent effrontery, is called by his familiars—the discontented of other countries—plain Jimmie goes about these days with a woe begone hang dog look, and all because his predictions in reference to Socialists victories have been fully falsified. He made the bold prediction that the Socialists were on the home stretch and would show themselves in the British elections. Well they have shown themselves and a holy show they made. Grayson, Jimmie's prototype, and Keir Hardie, who at times caused him pain on account of his leanings to christianity, have been buried under an avalanche of British aversion. If the elections, so far, have proven anything it is that the British electorate look upon the Socialists much as they do the suffragettes, lacking balance, and not worthy of serious consideration. Britain and France may show that they will have none of the rabid type of Socialism, of which certain well paid agitators are the exponents. All that is left Jimmie now is to fraternize with those he fraternized with as bosom friends during the G. B. strike—the "discontented of foreign countries". We have it on excellent authority that men go to their own company—and therefore no wonder Jimmie goes to his.

To have been through the British election campaign just closing would have been of itself a liberal education. The speeches of Asquith, Churchill, and Lloyd George were master pieces. George's style is not the most dignified perhaps, but it is the most popular. In Edinburgh the little Welshman got as grand a reception as at Mile End, London. So great was the desire to hear him in Edinburgh that tickets had to be refused to thirteen thousand applicants. In the aisles of the theatre men were standing six a breast.

From the British Weekly we quote the following referring to part of the proceedings:—

"Ah! but it was said that the House of Commons was attacking property. If you took Wales, the most Radical part of the United Kingdom, you would find its members were drawn from every rank—colliery owners, shipowners, landowners, lawyers, schoolmasters, builders, and working men. What object had they in attacking property? 'You may depend upon it that if they attack the House of Lords, it is because, as business men, they think it a purely indefensible institution.' But what of the Peers? The speaker went on to a great passage that thrilled his audience. 'They, in the main, are men to whom the eating of bread in the sweet of their brow is unknown. They are born within the magic circle of Cherubim with flaming swords, that guard paradise where plenty is obtained without labour. The care and the thought spent, the knowledge and experience gathered, the skill acquired in the million ways of earning a living—that is no possession of theirs. The manna is strewn plentifully in their path through life, and others gather it for them. They do not sow; they do not reap; they do not mill the golden grain. About them I only say this—the brilliance of the sunshine of their lives blinds them to the squalor around them.'

It had been slipping, slipping, the Scotsman newspaper idea of the speaker as a wild demagogue. It was gone now, as in a flash, and the man stood re-

vealed—not as attacking because he itched to pull down, but passionately sincere, bearing on his warm heart the burden of a people's poverty. It is impossible to describe the effects of these words. It was as if an electric spark ran through the crowded theatre. He had touched the very core of their hearts, what lay nearest to them in all their political thought—the sorrows of the poor. In a moment the house was ablaze. The cheering rose and deepened with something serious and resolute in it. No mere shouting party this, or passing wave of feeling. You had only to look at the set, determined faces to see that, rank upon rank far up to the white blur at the highest gallery. The burden of a people's poverty, the peril of a people's wrongs? No need to build round the uplands of property; even in Portugal, in France under a Socialist Premier, that is safe. "But what of those down below, in the low-lying lands, in the swamps, where millions of men, women, and children are struggling to keep their heads above the slimy water?" The danger lies there in the dawning consciousness of a great wrong. And supreme, ill-informed, aloof, the House of Lords straddles across the path of reform, a standing menace to the loyalty and the peace of the Empire.

I quite agree with a writer in the Montreal Witness, who takes exception to Hon. John Armstrong's remark, "Let us have;—or we must have—"peace in Canada." And, all for what? Because some immigrant American children took exception to the singing of Rule Britannia. John, instead of praying for peace, should have given the children a lecture on impertinence and told them that in Canada they must do as the Canadians do. Just fancy the children of Nova Scotians in Providence or some New England town objecting to the singing of American patriotic songs or to holding the fourth of July. Would the American School Inspectors not tell them to conform to the usages of the country or to go back where they came. This desire for peace at any price, social and other matters, what these other matters are need not be mentioned, is making of many Canadians nothing better than milk and water people; cheeky enough in personal matters, but oh so fearful of giving offence in educational and religious matters. However I better proceed to quote:—

"Sir,—I have read with indignation but without surprise, the paragraph in last night's Witness, containing the extraordinary demand of the children of American settlers about Calgary. We are told that the singing of our British national songs displeases these people and that in consequence the songs are to be dropped from the school exercises. Is it true that the authorities are weakly submitting to this demand, "for the sake of peace," and if so, are Canadian's tamely going to put up with such dictation from any source? What would happen to us were we to cross the border, or indeed, enter any land under the sun and ask that the national songs of that country remain unsung out of consideration for our feelings? We all know that Americans are what a Scotchman would call "no blate" in asking for what they want, and when they get it far from being grateful, proportionately despise those that are weak enough to give in to them. If the Hon. Mr. Armstrong thinks that the disuse of such splendidly stirring songs as "Rule Britannia" will lead to peace, he should look up the history of Canada in its relations with the republic of the south and see how the whole policy of the nation has been one of push and demand in its own interests, not by any means satisfied with one success.

I am one of those who deprecate the advent of so

many American settlers in our beautiful North West. In spite of these people making their sections of country look pretty, they are not good farmers. They have long since used up the land of the Eastern States, and having already taken the best out of their own great West, now move on to ours, where they will do the same.

The statements of our capitalists, too, regarding the speedy transformation of the newcomers into true-blue Britons, is also to be taken with a grain of salt. However our neighbors of so many different nationalities acquire their special characteristics and principles after coming to America, I do not know, but they seem to become so incorporated with their nature as to continue the same, even in other countries, for generations. Instead of their becoming British, we are becoming more and more Americanized, though, so far, they have had to conform outwardly to our national usages, as is done by strangers in every country.

Of late years, especially, Canada has well maintained her dignity in America, and this is not the time, even for the sake of passing peace, to change her policy. Let us hear no more of giving up our national rights, either within or without our borders, at the demand people."

An interesting incident followed the opening of the new club-house of the Young Scots' Club at Edinburg lately. Mr. C. E. Price, M. P., said as a memento of the occasion he had been asked to present Mr. Lloyd George with a silver quitch—Mr. Lloyd George: A what? (Laughter.)—Mr. Price: I don't know that I should tell him—(laughter) because I am rather afraid that when he takes it home and his wife finds out what it is for she will begin to think, is this the beginning of the end? (Laughter.) It is essentially Scottish, and on that account I think it will be appreciated. It is more particularly Highland, and that, perhaps, gives him an inkling of what it is for. Mr. Lloyd George: This is exceedingly charming of you. I understand this is the vessel out of which Scotsmen drink milk. (Great laughter.)—It is a very beautiful, delightful thing. It has got a very pretty Celtic name, which adds to the charm of it, but more charming than all, it comes from the heart of good friends.

Mr. Wm. C. Milner, has yet another letter in the Herald on some subject likely, though ordinary mortals may not be sure as to that. It looks as if Mr. Milner, disgusted of the thickness of the hides of the coal barons, had turned on some recalcitrant Tories who have of late swerved from the path of the fathers of protection. Unheeded by the 'barons,' and unnoticed by his friends, William looks sad as he wends his weary way, and mournfully mutters, sic transit gloria mundi, or some other ex post facto rumination.

Hope, B. C. is a newly planted town, which gives promise of becoming great. It has started well. Law and order are to be enforced. A liquor seller who sold to an Indian woman was sentenced to six months with hard labor. However in the world did the prosecutor secure evidence to convict. Down here men drink liquor, and some men even get drunk, and while they neither make or smuggle it, curiously no-body sells or sold it to them. In other parts of the world liquor in excessive quantities causes an eclipse of memory, so that when a man sobers up he forgets where he was. Here liquor has such an effect that a man who only drinks a glass or two forgets where he drank it and where he got it.

## AROUND THE COLLIERIES.

The bunkering of the Empresses at St. John will be done by the Dominion Coal Co. for a while, at least.

H. J. Logan, ex liberal M. P. tells the politicians to have a care, and that the West must not be glorified at the expense of the East. More Logans with a similar slogan are needed.

There are some who think that the output of 1000 tons per day, from the Joggins seam, cannot be equalled in the Dominion of Canada, that is from a seam as thin as the one worked at the Joggins.

The Jubilee mine Cumberland Co. is closed. Mr. Wm. Millner should cast his eyes on Cumberland County and give a reason for the closing of several mines. Have the operators made fortunes?

The Eastern Coal Co. at Maccan is closed down completely. They have done some prospecting since closing, but have now finished that work. This is a pity, as a large sum of money has been spent in development work.

The Black Diamond is a young colliery of the Maritime Coal, Railway & Power Co., situated about three miles from Maccan, on the railway to Joggins, producing 25 tons per day at present, to be gradually increased, it is expected.

A mine manager writes. "Is it not strange that some of our big men, who are giving their views on reciprocity, should be crying down their own product, and pointing out how much inferior Nova Scotia coal is to the American Bituminous. This I think should not be admitted under any circumstances."

Chignecto mine, some say, is closed by the U. M. W., while others claim that the scarcity of cars on the I. R. C. is responsible for the mine not working. The RECORD sides with those who say the U. M. W. did it. They were becoming vain, boastful, and cheeky, and it was easier to close the mine than to comply with their demands.

The Great Nothern mine, Cumberland Co. is producing 20 tons per day, which is being hauled by teams Chignecto, from which point it is shipped over the railway of the Maritime Coal, Railway & Power Co. The output is not quite up to the prediction of a year or two ago. Before the 5,000,000 tons is shipped the Germany navy may be obsolete.

The Joggins mines is a wonder. The thousand ton mark was reached during November from this Colliery, and large shipments are steadily being made, both by rail and water. Much of the slack which is being produced at this Colliery, is marketed in the New England States by water, where the Cumberland Railway & Coal Co., formerly did some business in the same quality of coal. The coal is sent to outports which are neglected by large steamship carriers.

The Drummond Colliery is doing a little better this month than last. The cause of the falling off in shipments was caused by a scarcity of loaders. Many men are coming to the collieries but as many go away almost. The depth of the mine seems to have an effect on those unaccustomed to mining.

The Brown Machine Co. has just completed the largest structural steel building in this part of the country for the Nova Scotia Steel & Coal Co., amounting to about \$15,000, besides completing other large contracts for other companies. These contracts amounted to over \$90,000. Future business which this Company is now tendering on, and which ought to be completed during the next year, amounts to at least \$150,000.

The report of the North Sydney Herald that the Nova Scotia Steel and Coal Co.'s are to sink a shaft six by six in the vicinity of No. 2 for power purposes, may be every word of it true, but President Harris and other mainland officials of the company say that if a shaft is to be sunk the Sydney mines end of the staff will do it off their own bat. One of the mainland officials says the Sydney mines people of some of them, are highly poetical. If a man is seen with a pick and a shovel these people see wonderful things to happen in the near future.

The Royal Line is going to make Halifax its terminal port, for the coming winter at least. This means something to other towns as well as Halifax. It means a good deal to Inverness. The bunkering of the boats will necessitate some hustling on the part of the officials at that colliery town, owing to a lack of bunkering facilities in Halifax. Part of the bunker coal will be brought to Halifax by the S. S. Renwick, and part will be hauled by rail, the company using its own cars. It is possible the Inverness company will not be able to overtake the bunkering single handed. It is understood that the Nova Scotia Steel & Coal Co. may come to its assistance.

The Halifax papers have the following from Springhill mines:

There seems to be some prospect of a termination of the strike which has been going on here for sixteen months, and there is a decidedly cheerful feeling in town looking to an early settlement of the labor troubles. News to the effect that the general manager of the Dominion Coal Company, M. J. Butler, C. M. G., is expected in town in a few days, and that he has expressed a willingness to have a conference with the committee of the striking miners has caused considerable comment and many are hopeful that the strike will soon be brought to a close.

Mr. Butler is popular with the miners of Glace Bay, and as the recent change in the management of the mines here removes any personal feeling which existed or arisen during the present trouble, not a few are constantly hoping that next week's conference may mean a satisfactory settlement before the year closes.

## AROUND THE COLIERIES.

The year 1910 will show a handsome increase in coal shipments over its immediate predecessor.

There has been a mine explosion in Alberta with the loss of thirty lives. Alberta is too young a producer to have big fires.

The self-acting elevator to convey the boxes from the Allan Shaft to the screens will be in operation in a few days.

It is surely a case of the schoolmaster abroad for the Cape Breton papers, or at least some of them to persist in calling the Stirling pit the Sterling. The former is a noun, a surname and name of a famous Scottish castle. The latter is an adjective, as sterling gold, etc.

Shipping is still brisk from North Sydney and Louisburg. N. S. Co.'s will keep on shipping as long as there is open water. The Dominion people will ship slack from Louisburg so long as the Everett Customs officials pass it as unwashed slack.

The tunnel between Nos. 1, & 2 Allan Shafts should be completed by the first of February; when completed hoisting will be done from the two shafts. This for a time will render a new engine unnecessary. In the ten hours it will be an easy matter to hoist a thousand tons, as from one shaft close on 570 tons have been raised in 8½ hours. There is plenty of coal in the shaft but labor is the problem.

Strathcona mine, Cumberland Co. is closed. In reference to this mine, M. Ernest Litchenberg of London, has recently examined this property, and is reporting for parties who represent English capital. Mindu mine is maintaining the even tenor of its way and is producing steadily an output of about 180 tons per day. That is pretty good all the circumstances and conditions considered.

Here is what the Financial editor of the Montreal Star says in reference to the acquisition of the Cumberland Railway & Coal Co.'s property by the Dominion Steel Corporation:

"Roughly it is understood that the Dominion Steel interests paid about \$1,800,000 in securities for the Cumberland Railway & Coal property.

The Cumberland concern had outstanding \$979,000 of 6 per cent. bonds and \$2,000,000 of common stock.

A Steel shareholder told the Star to-day that he had been endeavoring to get the details of the transaction, and understands that the steel interests paid equivalent to 120 for the bonds, which now carry 5 per cent interest, and are guaranteed by the Steel company. For the \$2,000,000 Cumberland stock, the Steel people paid \$600,000 in Dominion Steel common stock, which at to-day's price is worth \$360,000.

"If these figures are correct," said the shareholder, "and I believe they are, I am well satisfied with the deal. From all I can learn the Cumberland property is worth about \$3,000,000, and will prove a valuable acquisition to the Steel Company."

The District Secretary of the U. M. W., in Cape Breton scoffed at the idea of a trade union inculcating habits of thrift and sobriety. It is something to be thankful for that in this he does not represent even the lower type of socialism as promulgated in Germany. Last year the German socialists resolved to boycott spirits, and the boycott has been so successful that the consumption of alcohol has heavily decreased.

President Lewis has issued an appeal to the anthracite miners, referring to the demoralized and disorganized condition of the U. M. W. in the hard coal region. Although more than a year remains of the contract period under the 1909 arrangement, he states that it is but a short time until the expiration of the Strike Commission's award, and urges the men to be prepared to "meet trouble." This looks like a somewhat unnecessary and gratuitous stirring up of strife, but we presume the only way to keep the treasury well filled is to preach possible danger.

The RECORD congratulates Hector McInnis of Halifax on being promoted to a baronetcy. He is now Vice President of the Cumberland Railway & Coal Co., as affiliated with the D. S. C. Mr. McInnis ought to make a capital coal company official. With the exception of the leading coal operators, and one or two others, there is no one in the province, no barrister for sure, who knows so many of the ins and outs of coal mining as Mr. McInnis. His first real interest in coal mining began at the time of the Springhill explosion, and ever since he has been delving after and into coal mining wisdom and problems. His appointment should help to disillusion those few cheap coal faddists who thought the coal barons were all bad and every bit of them.

The acquisition of the immense property of the Cumberland Railway & Coal Co. by the D. S. C. is the most important announcement in coal mining circles in many a day. The big company will no doubt by and bye look to an extended business in Cumberland. The old policy will be continued in reference to the strike. It is now claimed by the officials, as it was by the Dominion Coal Co.'s officials months before the U. M. W. called off the strike, that so far as the company was concerned the strike is at an end. The strike is at an end so far as the Cumberland Railway & Coal Co. are concerned, for the very good reason that good markets having been lost by the strike, the present force of men is able to give the company all the coal there is demand for. The RECORD advised the good men to go back months ago. They were overwaded and now many of them may have to leave the town and look elsewhere for work. Of course the officials of the U. M. W. will make a pretence of keeping up a bold front, but the rank and file should not be taken in. The battle is already lost to the U. M. W., and nothing can alter this fact. There may be still room at the mine for a few good men, but not for all the strikers. The G. T. R. men regret to this day listening to false leaders. Will a similar thing be said of the Springhill men?



## Coal Shipments NOVEMBER, 1910.

IMPORTS OF U. S. COAL.

## —DOMINION COAL CO., LTD.—

Output and Shipments for November, 1910.

	—Output—	—Shipments—
Dominion No. 1	53 174	
Dominion No. 2	57 149	
Dominion No. 3	20 058	
Dominion No. 4	37 598	
Dominion No. 5	31 354	
Dominion No. 6	22 841	
Dominion No. 7	18 095	
Dominion No. 8	13 188	366 041
Dominion No. 9	30 417	
Dominion No. 10	13 515	
Dominion No. 12	20 883	
Dominion No. 14	5 871	
Dominion No. 15	1 031	

Shipments Nov. 1910	325 174
Shipments " 1909	325 174
Increase " 1910	188 135
Shipments 11 mos. 1910	3 014 774
" 11 " 1909	2 286 278
Increase 11 " 1910	728 496

## —INTERCOLONIAL COAL CO.—

Shipments Nov. 1910	19 065
" " 1909	23 392
Decrease " 1910	4 327
Shipments 11 mos. 1910	217 015
" 11 " 1909	232 798
Decrease 11 " 1910	15 783

## —ACADIA COAL CO.—

Shipments Nov. 1910	32 447
" " 1909	28 793
Increase " 1910	3 654
Shipments 11 mos. 1910	257 499
" 11 " 1909	255 589
Increase 11 " 1910	1 910

## —INVERNESS RY. &amp; COAL CO.—

Shipments Nov. 1910	25 182
" " 1909	23 478
Increase " 1910	1 704
Shipments 11 mos. 1910	246 874
" 11 " 1909	209 184
Increase 11 mos. 1910	37 690

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

Shipments Nov. 1910	77 718
" " 1909	84 035
Decrease " 1910	6 317
Shipments 10 mos. 1910	765 024
" 10 " 1909	734 241
Increase 10 " 1910	31 383

The following statement shows the imports of United States coal into Montreal and points East for the month of October, 1910:

Province,	Anth.	Bitum.	Bitum.	Totals
Quebec	coal.	coal.	coal dust.	for mth.
N. Brunswick	92,396	34,406	39,997	157,779
Nova Scotia		15	7,638	7,653
P. E. Island			6,650	6,650
			204	204
	92,396	34,421	45,489	172,306

A curious effect of the Eight Hours Act is given in the Glasgow Mail as follows:

"In Edingburgh Sheriff Summary Court on Monday, before Sheriff Orr, two men named Thomas Carmichael and James M'Terney, miners, Loanhead, were charged with having, on 7th October, entered a cage which was in motion in the Burghlee Pit, Loanhead, contrary to the rules, Henry Love, manager at Loanhead of the Shotts Iron Company, said the men in the pits were not allowed to enter the cage below until the signal had been given to the engineman by the bottomer. He had had great difficulty in regulating the men going on to the cage. They behaved like mad-men at the bottom. There was always a rush of the miners to the cage. It was a dangerous practice going on to the cage when it was in motion. The Government Inspector had spoken to him about it. Witness had had complaints of this practice since the Eight Hours Act came into force. The Sheriff asked what connection there was between the Eight Hours Bill and the rushing on to a cage. Witness replied there was the rush to get up. The Sheriff—But you would think they would have more leisure now. Witness—They are still more anxious to get to the surface, although they are working shorter hours. The Sheriff—Did they display no anxiety to get on the cage before that? Witness—Not so much. Other evidence was led. The Sheriff found the charge proven, and imposed a penalty of 5s. on each accused."

## PARISIAN LABOR SYNDICATE.

An overwhelming wave of popular reaction has set in throughout France against the despotic tyranny hitherto exercised by the labor syndicates, which, thanks to the firm attitude of the Briand Cabinet, have been prevented from carrying out their plans of usurping the executive power and reestablishing a revolutionary convention and a reign of terror. The outburst of national feeling is apparent in the verdict of the jury at Rouen which convicted Durand of murder, the verdict carrying with it a sentence of death.

Durand is not a vulgar assassin or Apache, but a misguided workman and Socialist doctrinaire, with a good, clean, honest record, but who, acting under the authority of his syndicate, killed another workman, who in defiance of the syndicate, refused to strike and continued his work.

This verdict is hailed by the nation as a vindication of liberty for all Frenchmen to work who want to work, and is a vital blow to the General Labor Federation.

Another example of this popular feeling occurred in Paris last night at the Grand Guignol Theatre, where a play called 'Sabotage' was produced. The action of the play turns upon the death of a workman's child, caused by the extinction by strikers of the



electric light operation of tracheotomy. The father of the child, not knowing that the operation was being performed, was the ringleader in an electric strike, and on returning home he is received by his wife with shrieks of 'Assassin! Assassin!'

This realistic play elicited frenzied applause, not so much for its purely dramatic qualities, but because it reflected the public feeling of the day, which now carries all before it in town and country.

#### WHY WELSHMAN GEORGE IS NOT—

—LIKE WELSHMAN WATKINS.

"And why," I asked, "are you not a Socialist?"  
 "I am not a Socialist," he replied, "because I have never yet seen a scheme of things formulated by Socialism which come within the four corners of practicability. I want things done, I want dreams, but dreams which are realisable. I want aspiration and discontent, but they must be aspiration and discontent leading to a real Paradise on a real earth, in which men can live here and now, and fulfil the destiny of the human race. I do not say that Socialism is a madness; I should distrust myself if I found the door of my mind closing against new ideas; but I say honestly and firmly that never yet have I seen a scheme of things propounded by Socialists which a practical man of affairs could adopt and bring into actual existence. That is why I am not a Socialist. I want to make life better and kinder and safer now, now at this moment; suffering is to close to me, misery is to near and insistent, injustice is too obvious and glaring, danger is too present—I cannot wait, I cannot work for the twenty-fifth century; no, I must work here and now; I must alter and adjust things as they are for the safety, honour, and welfare of the century in which I live."

"And you think," I asked, "that they can be altered without violence and upheaval?"

"Of course, of course," he answered, smiling with the security of a man who is master of his ideas

#### LIBERALISM AND SOCIALISM.

(Churchill)

Liberalism is not Socialism and never can be. Between it and Socialism there is a great gulf fixed. It is not only a gulf of method. It is a gulf of principle. Liberalism has its own history and its own traditions. Socialism has its own formulas and its own aims. Socialism seeks to pull down wealth; Liberalism seeks to raise up poverty. Socialism would kill enterprise; Liberalism would rescue enterprise from the trammels of privilege and preference. This was no spontaneous outburst of an enthusiastic mob orator. "What are all those books on Socialism?" asked a friend on the eve of Churchill's departure for Uganda. "They are going to be my reading on the voyage," was his brief reply. "I am going to see what the Socialists' case really is, and on his return he was able to speak with the authority of a man who had exhausted the Socialistic library."

#### FOR GLACE BAY SOCIALISTS.

Amid all our sciences the one needed science is that of making men good. It is an age of machinery, but none has been invented for turning brutal, drunken, wife-beating men into sober citizens, into kind-hearted builders of homes. Any socialist who can see further than his nose and must recognize that his State scheme, however cleverly organized, can come to nothing so long as his material is bad. You may pound together all the economics of Marx, all the arguments and figures of Lassalle, of Bernstein, of our English Fabians, and you will fail to extract as a product one drop of an elixir which will create the thing that alone makes life worth living—a state of inner blessedness. Is there in the whole Socialist machinery, even if it work overtime, a means of producing love, joy, peace, gentleness, meekness, temperance, faith? Until it can, it must cease boasting of being, in itself, a new highway into the human paradise."

Speaking in Edinburgh, Lieut.-Col. Martin Martin, of Ostaig, Skye, deprecated the cry that the old country was played out and done for, and that they must seek in other lands the livelihood which was denied them at home. Surely that was a false counsel—a counsel of despair and a confession of incompetence, and unfit to be entertained by Highlanders, involving as it must do, if carried to its extreme, the depopulation of their glens and the extinction of their existence. Rather should they use their brains, open their purses, and employ their united and individual energies while life lasted, to avert a calamity to their country such as wholesale emigration would imply.

Thanking his constituents in 'Bonnie' Dundee, Mr. Winston Churchill, borrowing a phrase from an American classic, said: "The Tory party is beaten to a frazzle. They have tried conclusions with us once too often, and this time they have been knocked clean out of the ring. They must make up their minds to the Liberal solution of great problems—the abolition of the veto of the Lords, the disestablishment of the Welsh Church, the maintenance of free trade, self-government for Ireland, and the abolition of plural voting."

Says the Tories. It is a New England to-day. Education by the growth of newspapers and the passing away of the power of the clergy with their 'Bless you, my children, and be content with your lot,' is producing a new generation which is determined now to secure for the first time real representative government. Politicians do not realize it yet, but the iron has now entered into the nation's soul.

The foregoing views have been encountered infrequently. Say the Radicals: England is peer ridden, a nation of sycophants, flunkys, and factotums, as much afraid of the squire and parson as three huddled years ago, and to be rescued only by Scotland and Wales.

It is a tremendous feat, say the British Liberal papers, for any party to win an election three times running.

The woman suffrage movement is tremendously exaggerated by cable agencies. It has proved a fiasco as a voting proposition. Fifty-seven ballots so far is the total cast for suffrage candidates.

## A DUTY ON WASHED SLACK.

Below is a copy of decision rendered by the Board of Appraisers in the United States regarding washed slack. The Dominion Coal Co. have shipped more than 1,000,000 tons of this coal to the United States under the old tariff of 15 cents per ton. A change was made in the wording of the last tariff and this decision was rendered by the Board of the United States General Appraisers and has become effective.

"Coal which, after being mined, had been washed in water by the use of machinery or otherwise prior to exportation, so as to remove the dirt, duff, fine coal, or other impurities of like kind, is dutiable at 45 cents per ton under paragraph 428 of the tariff act of 1909, and not at 15 cents per ton as coal slack or culm such as will pass through a half inch screen. The process of washing changes its weight and commercial character so as to remove it from the category of "coal slack or culm produced and screened in the ordinary way, as such, and so shipped from the mine."

United States General Appraisers, New York, August 21, 1910.

In the matter of protest 408722 of Frank Waterhouse & Co. against the assessment of duty by the collector of customs at the port of Port Town.

Before Board 3 (Waite, Somerville, and Hay, General Appraisers; Hay, G. A. absent.)

Somerville, General Appraiser; This is a claim for refund of duties on certain bituminous coal imported at Seattle, State of Washington. The article was assessed for duty under paragraph 428, tariff act of August 5th, 1909, at 45 cents per ton, and is claimed to be dutiable under said paragraph at 15 cents per ton, which so far as reliant, reads as follows:—

Coal slack or culm, such as will pass through a half-inch screen, fifteen cents per ton of twenty-eight bushels eighty lbs. to the bushel.

This paragraph differs from the corresponding one, 415, in the prior act of 1897, by the addition of the following:

Provided, that the rate of fifteen cents per ton herein designated for "coal slack or culm" shall be held to apply to importations of coal slack or culm produced and screened in the ordinary way, as such, and so shipped from the mine.

This amendment was induced probably by the decision of the Board in re Waterhouse, G. A. 6-923 (T. D. 29915), where it was held that the term "coal slack or culm", as used in said paragraph 415, act of 1897, included all coal that would pass through a half-inch screen in test made at the port of arrival.

The change made in the law requires the test to be made at the coal mine prior to exportation, and confines the term to coal slack or culm "produced and screened" "in the ordinary way, as such, and so shipped from the mine."

The collector states in his report to the Board that this coal had been washed in water, the effect of which "all of the culm or dust and other fine coal and small stones." This process, he adds, requires very expensive machinery, costing \$5,000 or more.

The importers, witnesses at the hearing admitted that the coal had been washed after being

screened; that it is No. 2 pea coal, and is invoiced as such washed; that they wash only the finer coal—"slack or culm" including what is known as egg, nut and Nos 1 and 2 pea, coal—and that the dirt had been washed out at the present importation. As such coal may have undergone a material change in condition by washing, thus removing a part of the screenings and impurities such as refuse and coal dust and so as to change its commercial character but also its dutiable weight, it can not be said to have been produced and screened only "in the ordinary way" as culm or slack and so shipped from the mine. Something additional has been done to it, sufficient to take it out of the category of the article described in said paragraph 428.

We are of the opinion that the importation was properly classified, and the protest is overruled, in affairs the collector's decision.

A terrible disaster is reported from Bellevue, on the Crow's Nest Pass. Shortly after seven o'clock Friday night a terrific explosion took place in the mine of the Western Canada Collieries Company there, and forty-five men were entombed.

Immediately the alarm was given, a gang of men were rushed to the mine, and willing volunteers were plentiful to attempt to extinguish the fire. Full details are lacking at present, but it seems that after two hours strenuous and incessant labor they succeeded in extinguishing the flames, and a few minutes later the first adventurous party forced their way into the mine.

An appalling sight met the eyes of the rescue party. Men were found lying in every conceivable position, some dead, crushed beneath huge blocks of coal, others burned to a crisp, and others again twisted and contorted into frightful shapes.

The work of removing the bodies was swiftly and expeditiously carried out. Within three hours twenty men had been taken out. Seven were dead before removal, and of the other thirteen several were fatally burned, and not one had escaped without severe injuries either from fire or the explosion.

The men in the mine were all foreigners, either Italians or Slavs. There is no authentic statement at present forthcoming as to the probable cause of the catastrophe, and only the haziest surmises as to what could have caused it. It is estimated that thirty-five miners were killed. The rescue party which entered the mine at 7 o'clock Saturday morning were entombed by a cave-in shortly after they went in. Their fate is unknown. A relief train from Fernie, B. C. carrying special life saving apparatus was rushed to the scene of the accident at one o'clock Saturday morning and a party of experienced miners from Coleman was sent out to render assistance.

A petition which ultimately will be sent to Sir Wilfred Laurier, asking him to commence immediately the construction of the Georgian Bay Canal, is now in circulation. The ground upon which the plea is made is that employment would thus be given to a great number of men. Already the petition has been largely signed, but some have refused to affix their names on the ground that the request is made, not so much because the work is needed, but that money may be spent.

	Tons	Workable
Cape Breton and Victoria.....	2,867,200,000	60 "
Inverness.....	3,897,600,000	50%
Richmond.....	215,400,000	40 "
Pictou.....	2,366,000,000	50 "
Cumberland.....	346,000,000	50 "
Total.....	13,392,600,000	

The workable deposits are estimated at 6,461,480,000 tons. This may be largely increased by further discoveries. Practically no new coal beds have been located since Confederation. The extent of the Submarine field is unknown, but the reappearance of the coal measures at Cape Dauphin, 35 miles away, may indicate that the Sydney coal field is only the lip of the saucer, only a fragment of the circumference of a vast sub-marine coal deposit that may for all practical purposes extend indefinitely.

The present output could be readily increased at the rate of 2,000,000 tons additional per year for a number of years to come. So that there exist in Nova Scotia both ample supplies of coal, and the ability to meet demands as they arise, and Nova Scotia can easily supply the demands of Eastern Canada for bituminous coal for centuries to come.

In 1909 over 1,800,000 tons of American soft coal was carried to Fort William and Port Arthur to supply the railways and the Winnipeg market. Prices were exceptionally low, running at times below cost of production. The export prices of 1907 and 1908 may, however, be taken as a fair sample of average conditions.

Average export price, July-Dec., 1907.....	\$2.57
" " " Jan-June, 1908.....	\$2.58
" " " July-Dec., 1908.....	\$2.61

This would make the average cost of American coal laid down at Fort Arthur approximately:—

Export price, say.....	\$2.58
Lake freight.....	.31
Unloading, etc.,.....	.25
Degradation due to handling, etc.....	.15
Import duty.....	.53
Total.....	\$3.82

In 1909 the following figures were furnished by a reliable Pittsburg firm:

Average cost l. o. b. mine per 2,000 lbs.....	\$1.10
Railway freight to Lake Erie.....	.70 to .88
Transfer.....	.07
Lake freight to Fort William.....	.30
Unloading, degradation and duty.....	.93
Total.....	\$3.10 to \$3.28

THE NEXT STEPS.

(Lloyd George on Unemployment.)

We shall now rob of its terror another spectre in the path of the poor. In the life of every workman is the constant apprehension that over production or depression in some foreign country may temporarily arrest his employment. He is never sure of his bread. He can never be certain of his existence. Well, without violence or unheavenly, we shall remedy this evil. The frightful injustice of enforced idleness will no longer be punished with the menace of starvation. A man willing to work and anxious to work, will never more have to sell up his home; a man stricken

down with illness will never more have to endure the torture of knowing that his wife and children starve while he wrestles with death. Liberalism says that it can provide a remedy. Without violence, without ruin, without cataclysm. Is it not wise, as well as righteous, to do these things which ensure stability and cut the ground away from a mad anarchy? Can you expect a patient democracy, a loyal and peaceful democracy, if these are left undone?

“What with us is something of a foible, at any rate something neglectible, is with Continental nations, under Protection, at least a serious menace. Are we going to dig the ground of England to plant that foreign root? Is it, by the irony of destiny, to be the hand of Conservatism that imports and plants that dangerous red flower? I am confident that tariff Reform means Socialism, I am absolutely sure of it. Not the Christian Socialism of a few enthusiastic Englishmen, but the godless Socialism of Continental materialism. That is the Socialism that is alive in all other countries, where Liberalism is dying and Protection is the overlord. We have no real question of Socialism in England—only the possibility.

Liberalism stands for access to the land for those who will work it. Call it, if you will, a crusade against wealth, stigmatise it, if you like, as a mere hatred of landlordism—but is there a single dispassionate man who will not say that a tilled England is better than a preserved England, and that peasants are not of greater value to the State than peasants? I call it patriotism—the crusade of Liberalism for a peopled England. Real patriotism. Sound business.

A TENDENCY AGAINST STRIKES.

An editorial in the ‘Mine Workers’ Journal’ refers to a tendency against strikes in labor circles at the present time. To those who have heard of the strikes caused by trivial reasons at various mines this statement may not prove very impressive, but on the other hand it will no doubt be recalled that the State and national officers of the U. M. W. have often been active in their efforts to secure a resumption of work when strikes have been called without the usual preliminary negotiations.

In fact, while strikes are apt to develop suddenly among the more irresponsible classes, with regard to local questions, we think it can be safely said that widespread strikes are becoming less common. We do not hesitate to reaffirm our statement of some months ago as to the 1902 strike not being repeated, and it is quite probable that the Illinois strike of the current year will not be duplicated for many years if at all, for in point of time and men involved it will ever be a notable feature in industrial history.

Possibly in some cases freedom from strikes has been secured by unwarranted generosity in the meeting of demands, but in a general way it can be said that there is a growing tendency on both sides to give wage questions better consideration, and the long, stubborn strike is gradually becoming more of a rarity.—Coal Trade Journal.

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OF EVERY  
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**BEST QUALITY ONLY.**

Dynamite,

Gelignite,

Gelatine Dynamite,

Blasting Gealtine.

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Supplies of all Explosives and  
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**CHEDDITE,**

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Blasting Gunpowder,

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## Clyde Patent Wire Rope Works,

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"Ropery Rutherglen" Rutherglen, Glasgow, Scotland.

Codes, A B C (4th & 5th Eds)  
A. L. Liebers and Private.

# Wire Ropes

for  
Winding & Haulage  
in

Collieries and Mines.

Aerial Ropeways, Suspension Bridges, etc. Specially  
flexible for Ore & Coal Discharging Cranes, Winches, etc.

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 1,700,  
000 tons in that time and is still good for further considerable service.

Agents in Nova Scotia:—Wm Stairs, Son and Morrow, Limited.

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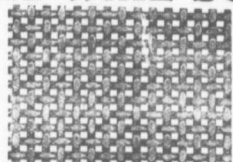
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Apply to Inverness Railway and Coal Company, Inverness, Cape Breton; J. McGILLIVRAY, Superintendent.

INVERNESS RY. & COAL CO'Y

Time Table No. 28, Taking effect at 1 a. m. OCT 17TH., 1909.

WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
P. M.	A. M.		P. M.	A. M.
3 20	10 40	P. TUPPER JUNCTION	3 45	11 00
3 25	10 35	INVERNESS JCT.	3 50	11 05
3 17	10 39	PORT HAWKESBURY	3 55	11 11
3 00	10 12	JUDIQUE	4 05	11 30
P. M.	10 07	PORT HASTINGS	4 15	A. M.
9 57		TROY	4 25	
9 44		CREIGNISH	4 35	
9 37		CRAIGMORE	4 50	
9 08		CATHERINE'S POND	5 05	
8 45		PORT HOOD	5 33	
8 35		GLENCOE	5 38	
8 20		MARGU	6 12	
7 50		GLENDYRE	6 25	
7 40		BLACK RIVER	6 48	
7 25		STATUENORE	7 04	
7 12		INVERNESS	7 10	
6 55			P. M.	

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## HIGH GRADE MINING ROPES

Agents for Nova Scotia :

**The GENERAL CONTRACTORS SUPPLY CO.,**

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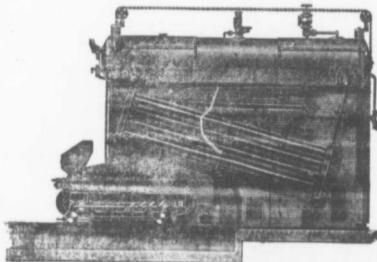
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"I duly received your favor, and in reply have to say that the large Haulage Rope supplied by you to No. 15 Pit Calder in January 1907, has just been taken off after two years and nine months' work, during which time the rope gave complete satisfaction, working on an incline of 1 in 7 against the load," (Signed) G. V. Pate.

This Rope was 3470 yards long, 3¼" cir., Galvanized Best Plough Steel.

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SUPERHEATER AND IMPROVED MECHANICAL STOKER.

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*Uniform in quality. Every barrel*

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OF CANADA.**

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**ALL LOSS OR DAMAGE TO PROPERTY**  
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**LOSS OF LIFE AND INJURY TO PERSON,**  
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Growing more popular daily—and considered to  
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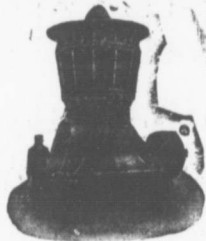
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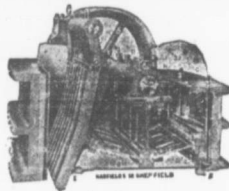


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NOS 1, 2 AND 3

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... 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  
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