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# Maritime Mining Record

JULY 27 1910

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Gas Coal and Coal for Household Use  
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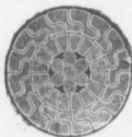
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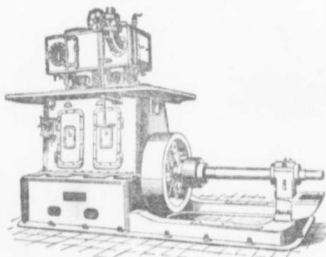
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—W. B. Reynolds, Halifax Representative—

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our **'FENERTY' Brand**

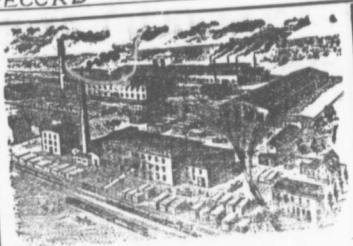
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Nova Scotia Agents for

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## Mines of Gold, Silver, Coal,

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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—

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

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VALVES**  
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EVERY VALVE  
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Percussion Core Drill Attachment  
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Catalog No. 2 B. is a book on the subject.  
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**Mining & Mill Supplies.**

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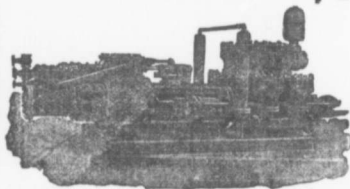
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A Reliable, Efficient, and Substantial,  
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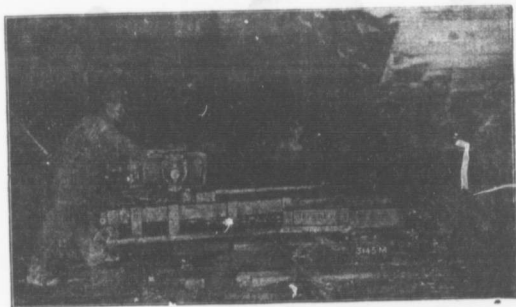
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“Speedy” Coal Boring Machines, “Acme” Ratchet Rock Boring Machines, Miners’ Tools, Copper Headed Stemmers Copper Pointed Needles, Miners’ Picks, Mauls, Wedges, and other mining appliances.

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 **McCitigue 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 17 A Electric Chain Coal Cutter.

Except where the cutting is extremely hard this machine is usually employed in all seams four feet and over in thickness.

### JEFFREY COAL CUTTERS

are designed and built to suit any conditions of mining. Send for Bulletin 1b 10.

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# MARITIME MINING RECORD

Vol. 13, No. 2

Stellarton, N. S., July 27, 1910.

New Series

## THE IRON ISLAND.

(Continued from last issue)

In the year 1899 the Dominion Iron & Steel Company commenced operations at Watana. This company purchased from the Scotia people the lowest of parallel beds of ore which had been operated by the latter concern, together with all their equipment. The Scotia Company at once commenced to open up the middle, or Scotia, bed of ore in order to secure an uninterrupted supply. Twelve hundred men were kept at work that season, mining from the old property and developing the new. When the time came for them to turn over to the Dominion Company the property they had purchased, the Scotia bed was in condition to produce all the ore required. Tramways had been constructed, a new pier had been built, and the Scotia Company went ahead producing ore without a single break in deliveries.

By the terms of the sale to the Dominion Company, that concern secured the upper and lower of the three beds of ore and also got a block of submarine areas lying next to the shore and containing about three square miles. The land ore beds of the two companies overlap, one company working in some cases directly underneath the other, but in the submarine areas each company owns all the ore there is in its holdings.

When building their new pier, the Scotia Company took advantage of a great gulch near it to construct an immense storage pocket for ore. By very little work, this break was converted into a storage receptacle of much greater capacity than the one formerly used.

For two years after opening the Scotia bed the ore was secured simply by stripping or quarrying the ore lying near the surface. In 1902, however, work was commenced sinking two slopes on the land areas. Work was carried on rapidly, and within a year the two mines had been opened up and were being worked in a manner similar to the hard-and-pillar method followed in coal mining. Both these slopes were sunk at a considerable height above tide water, and one of them was driven so as to come out on the shore above high water mark, thus forming an adit. The other slope, Scotia No. 2, was destined eventually to be driven under the sea.

About the year 1905 the possibilities of development of the submarine areas began to attract the attention of the Scotia Company. Further additions to its under-water holdings were secured, until it owned thirty-five square miles of submarine areas. At the same time the Dominion Company increased its submarine holdings until it held five square miles. The Scotia Company decided to drive a pair of slopes in

the submarine areas and, an arrangement having been entered into with the Dominion Company by which the slopes were to be driven through the areas belonging to the latter corporation, work on them was commenced in May, 1906. After two and one-half years' work, during which many engineering difficulties were successfully overcome, the Scotia Company entered its own property. Bore-holes were sunk and proved that the same beds that outcropped on the surface extended under the sea with an appreciable increase in the thickness of the mineral.

During the progress of sinking the slopes, several serious faults in the strata were met with. Where work is now being done, however, no faults are encountered. The Scotia areas were entered at a distance of about 4,000 feet from the shore, and conditions were found to be more favourable than had ever been hoped for.

Since that time the slopes have been driven two thousand feet farther, and preparations are now nearly completed to mine on a large scale. Levels will be broken off from the slope and systematic mining commenced.

The equipment of the land mines consists of deck-heads at each slope, where the ore is picked and screened. In the summer season the ore is shipped direct to the pier. During the winter it is stock-piled by means of a system originated and patented by the engineers of the company. The system is unique, inasmuch as no trestlework is required, although at times the pile reaches a height of seventy-five feet. It has proved very efficient. The equipment comprises a power plant of large capacity, hoisting engines, air compressors, and ventilating fans, with all the necessary pumps, etc. The method of mining is by pillar-ing and subsequent caving. The development of the submarine areas has necessitated large additions and improvements to the equipment. A deck-head of an absolutely new type, in which the cars are handled without any horizontal aniling, has been completed. The cars each containing twenty tons of ore, are hauled up out of the mine by a rope one and one-eighth inches in diameter and eight thousand feet long. They dump their contents automatically, thus reducing the number of men required to attend them to the minimum. The hoisting is done by a Fraser and Chalmers first motion, duplex steam hoisting engine, which is said to be the most powerful of the kind in British North America. This engine is equipped with the most modern overwind and automatic braking devices. The cars are to be filled in the mine from bins, which in turn are supplied by small 2 ton mine cars.

Drilling, hoisting, and pumping are all carried on

by compressed air. When the company commenced to mine on its land areas two compressors were installed, a 1,200 cubic feet capacity Norwalk machine and a 2,500 cubic feet capacity Norberg machine and a Walker compressor with a capacity of 3,500 cubic feet has been added to this equipment, and the piping of the three machines is connected together so that they may be operated as one plant or separately as required.

A special feature of the plant is the loading pier. It is located at a distance of about five hundred feet from the storage bin and at a lower level. The ore is conveyed from the workings to the storage bin in cable cars and is discharged from the bin on to an endless bucket conveyor. As the buckets pass under the pier, where they turn over a sprocket wheel and deposit their load into a chute, conveying it into the steamer's hold. There is a continually stream of loaded buckets passing along the top of the pier and a corresponding stream of empties returning to the bin to be loaded. Vessels of seven thousand tons capacity have been loaded in three hours. The normal capacity is 2,500 tons per hour.

A scheme for the ultimate electrification of the whole property is now being installed. This will consist of modern water tube boilers and stokers, built on piles at the shipping pier and adjacent to coal discharging plant. These will supply steam to Balliss & Morcom marine type engines, operating Brown, Boveri generators, generating 60 cycle, 3 phase current at 6,600 volts, at which voltage it will be transmitted direct to the various points of consumption in the mines, both land and submarine.

The ore is well liked wherever used. The average metallic iron percentage is about 53. There have been many tributes paid to it, but one received from a German engineer, whose command of the English language is not perfect, is probably unique. He said that it was "peaceable" and well-beloved. What this gentleman was endeavouring to convey was that the ore came in conveniently sized pieces and that the turnace-men had a high opinion of it. During the fifteen years that operations have been in progress about 8,000,000 tons of ore have been taken out.

While the deposit is now a very valuable one, its value is increasing on account of the gradual depletion of other deposits. In recent years there has been a growing feeling of unrest as to the future supply of ore, accentuated by the fact that the principal deposits, particularly in the United States have fallen into the hands of big corporations. The amount of ore imported into the United States is increasing every year, and this circumstance adds to the value of the Wabana deposit. With the extent of the Wabana areas being proved larger every year, the progress of time must inevitably make these deposits of very great importance.

#### LLOYD GEORGE'S SECOND BUDGET.

The opposition had been indiscreet enough to declare beforehand, in speeches and articles in the Press, that the Chancellor would have to provide for a huge deficit, and would have to raise about eight millions by means of new taxation, or to get that amount by depleting the

Sinking Fund. And somehow or other the Chancellor steered his way between the Scylla of new taxes and the Charybdis of raiding the sinking Fund.

Nor were these the only difficulties which he avoided, for the Opposition felt quite confident that the extra duties on spirits would be removed, or, at any rate, reduced. The Tories looked forward to this with absolute glee, for such a step would have given them a double satisfaction. In the first place, any lessening of the burden on the Trade would please the Conservative party, which relies on that trade for a considerable part of its war fund and for not a little of its fighting inspiration. And then, if the Chancellor had made any such alteration in his financial scheme, the Tories would have been able to accuse the Government of basely surrendering to the Irish. Here again Mr. Lloyd George sold the Opposition, for he puts on no new taxes, he takes nothing from the Sinking Fund, and he makes no difference in the duties on spirits. Moreover, though a Finance Minister, is supposed to view questions affecting the revenue from a cold-blooded pounds shillings and pence standpoint, Mr. Lloyd George was able to show that following on his increased impost on spirits, there had been a drop of ten million gallons in consumption, and chiefly in the consumption of whisky.

Well might he claim that this meant better homes and better health and a diminution of crime. But he was not content to leave the matter there, for the enemy might have said that a Chancellor of the Exchequer had, as such, nothing to do with public morals. And so, while making no secret of the fact that he rejoiced over the improvement in the character and tone of the average man and his home, Mr. Lloyd George pointed out that the money which had not been spent on ten million gallons of spirits would be expended in a far more useful manner—on clothes or boots or food, or on what may be called the details of housekeeping expenditure. That is to say, he could show a diminution of expenditure of a mischievous nature leading to an increase of expenditure of a useful sort.

#### A LOT OF ORE.

More iron ore was shipped from the Lake Superior region in 1909 than ever before in a single year. The quantity, according to a report just issued by the United States Geological Survey was 41,594,110 long tons. Most of this ore was consumed in Eastern Ohio and Western Pennsylvania.

Nearly 36,000,000 tons of iron ore passed through the Sault Ste Marie Canal and through Lake Michigan and Huron in 1909.

The Lake Superior ore represented about 80 per cent. of the total iron production of the United States.

There was a conference at Chicago last week between the executive committee of the Illinois Coal Operators' Association and a committee representing the stationary engineers. The latter wished to secure the indorsement of the operators to their plan to form an organization, separate and apart from that of the U. M. W. It was suggested that the men go ahead and complete their organization and then re-appear for further conference.

## 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.

July 27

## CERTIFICATED MINERS AND OFFICIALS.

The Mining Journal, of Toronto, in a June issue said: "We have been credibly informed that grave abuses exist in the system of examining candidates for coal miners certificates in Nova Scotia. It is needless to go into particulars." We pointed out in our issue of 22nd. June that particulars were essential if abuses were to be removed. We had expected that the Mining Journal would have complied with our hint, but it has not returned to the subject. In justice to its Glace Bay correspondent who repudiates the paragraph, we call upon the Journal to give particulars and included in these the name of the correspondent formulating the charge. There is no escape for the Journal. If it is not prepared to give these particulars it was foolish for it to make any charge. There are some who incline to the belief that the information came from a source which the Journal might well look upon with suspicion. Some even go further and say that the Journal was not actuated by worthy motives in making so sweeping a charge. No system can be flawless so long as man is constituted as at present. In all ranks of life, in all conditions of men; in governments in cities, in communities there are abuses, and possibly those granting certificates to miners may at times make light of their responsibilities and abuse their privileges. But with the granting of certificates to miners abuses are neither general nor grave. The system we admit is not perfect. It is possible the manner of selection of examiners is not the best, but there will likely be no change in that direction so long as the people are divided into parties. As a rule governments do not go outside their own party in making appointments, and as a rule there may be no necessity to do so, while at times it might be advantageous to appoint one from the other side of the fence. But to hark back we repeat that if abuses are not made known they cannot be removed.

The paragraph in the Toronto Mining Journal furnishes the occasion for some ludicrous writing in a C. B. newspaper. Here is what it says:

"The system of testing the fitness of the candidates is as silly as it is useless and we are surprised at a man of the sound sense of Hiram Donkin suffering himself to remain in a department which perpetrates year after such a screaming farce.

"Some good and capable men appear among the successful candidates each year but that fact does not excuse the indiscriminate certifying of men who perhaps make the required number of points in their

written examination but who are woefully lacking in some of the most essential qualities which should hedge around a manager of coal mines.

"It is a fact, beyond all contradiction, that the actual questions as prepared by the examiners have on many occasions found their way into the hands of some of the favored persons, days, and even weeks, before the date scheduled for the examination. This is one of the dangers that must have been foreseen by the Murray government, but still they blunder on, and perpetrate the same old hoax year after year.

"Up to now, the annual dishonesty though suspected by many was known only to a few, but a great many crimes other than murder refused to remain hidden, and it must have been painful and discrediting to a lot of our miners to have the Canadian Mining Journal in a late issue call attention to the very scandal which we have been exposing periodically during the past year.

"Again, the public cannot be depended upon to select from the army of certified managers, those who are capable, and who honestly came by their certificates. As a consequence, the honest and capable official is compelled by circumstances to stay in the class of and share in the suspicion which hovers over the whole aggregation."

First of all let it be said that the C. B. paper misunderstands its text. The Toronto Journal made no reference to managers' certificates. The reference was to miners' certificates. It is possible, indeed it is likely that the C. B. paper does not know the difference between a miner's and a manager's certificate. The assumption of the writer in the C. B. paper that the granting of a managers certificate makes the successful candidate a manager, without any other qualifications, is most ridiculous. We are gravely told that "the public cannot be depended upon to select from the army of certified managers those who are capable and who honestly came by their certificates." What in the world has the public to do with the selection of capable managers. The public have no voice in any selection, that responsibility falls upon the shoulders of the coal companies' agents. But what would the C. B. paper be after. If the whole system of granting certificates is silly, useless, an old hoax, and dishonest, what does it matter if a useless certificate is obtained honestly or dishonestly.

The system of granting certificates has undergone a change and for the better during the past two years, and it is more than probable that the system will undergo further change at an early date, and we are sure that any sane suggestion will be gladly welcomed by the Commissioner of Mines. One objection we have long had to the present system is that there is no oral examination of candidates for officials, as in the case of candidates for miners certificates. It is admitted that it would be well this could be done, but how to conduct such examination has not as yet been solved to the satisfaction of the department.

## A PHASE OF THE RECIPROCITY QUESTION.

It is said President Taft is keenly in favor of reciprocity with Canada. The day was when Canada, and particularly the lower provinces, was eager for reciprocity with the United States. In some parts still the feeling may remain, but so far as the chief in-



the coal company began making efforts to start the mine and with some success. Lately on account of this success the strikers have become noisy and troublesome, stoning windows and otherwise terrorising the company and its operatives. Not long ago Justice Patterson was requested to apply for a guard of soldiers to protect the Company's property and men. He refused because there was no evidence before him to justify such action. Later a number of affidavits were placed before him signed by reputable persons which in the line of his duty he could not ignore and in the last of the bygone week he issued the call for soldiers to proceed to Springhill to maintain order and to compel its citizens to keep the peace. On Sunday Mayor Potter of Springhill, who had been applied to to call out the soldiers and who had refused, got busy and by telephone, as we understand, endeavored to persuade the Judge to recall his order and stated that he would swear in extra policemen who would keep the peace. The reply, as we are informed, was "why did you not do that before?" The fact that Mayor Potter offered to appoint extra policemen was of itself evidence that they were needed and the Judge refused to concede.

Mayor Potter has lamentably failed to perform the duties of his office. No matter if the strike was justified or not the Mayor's duty was to preserve order, maintain peace and protect property. He had all the majesty of the criminal law of Canada at his back and he failed to exercise it. Even if he felt incapable from cowardice or otherwise to perform his duty he with his council could have applied to the department of justice for a commissioner. That in itself would be a grave step and one acknowledging incapability on the part of the Mayor and council, but it would be better than to be governed by a regiment of soldiers. We were hoping that Mayor Douglas of Glace Bay would stand all alone in his glory (?) but Mayor Potter of Springhill has taken a stand on the platform of pussillanimity with him. And yet Springhill exercises the right of responsible government."

They tell us that a chain is no stronger than its weakest link. That has been often said in order to point a moral, and give dignity to a tale. Literally it is true, and metaphorically also at times. The royal commission on Technical education got a great send off from the Halifax Board of Trade, and is being boosted with sleeves rolled up by a section, indeed, by a large section—of the press. We are told it is a great affair altogether, something big enough and grand enough to make a toothless mans teeth water. And yet while I might take off my hat to some of the members of the Commission, for one of them I have no use in the world. However it came about that Jimmie Simpson, as they call him, found a place on the Commission passes comprehension. If there are strong links on the Commission this weak one makes it as a whole of small account. There are two possible reasons why such an idiotic selection was made. The politicians either wished to stop the mouth of a blatherskite, or they hope to make a few votes. His appointment is nothing short of an insult to the P. W. A. members who form a large part of the intelligent workmen of C. B. Both in C. B.

where he labored on behalf of the foreign law breakers, and in the Trades and Labor Council—composed chiefly of aliens—this commissioner Simpson hurled his small venom at the heads of the really loyal, faithful, and industrious miners of Cape Breton. The Cape Breton loyal members feel annoyed that so much notice has been taken by McKenzie King's department of such an insignificant little character. If the miners of Cape Breton hold intercourse with Simpson, who called them horrid names, then their mantle of charity is far too big for my fancy. I would not say the officials of the P. W. A. should take no stock in the commission, but they should make it a condition of appearance that Jimmie should be sent for a walk, visiting, say, the shacks of the departed, discontented, of Europe, with that other kindred spirit bearing the same christian name.

The Harris crowd, as the elegant phrasing has it, has bought out the Forget interests in Scotia, and peace and good will prevail. It is claimed that Forget, and his allies, controlled 20,000 shares, and that their profits were in the vicinity of \$300,000. The Montreal Star's latest guess at the price at which the transfer was made is eighty-five. That is not bad for a guess, and let it be assumed correct. It is understood that Scotia stock, taking what was bought around seventy-five, with what was purchased between eighty and ninety, stood the Forget combination an average of 83½. A little calculation will show that the alleged profit will be almost absolutely correct if a cipher is struck off. Mr. Forget did not surrender his Scotia stock without a pang. He believes in it as a satisfactory investment, but he was forced, in a sense, to let it go, as he found he was carrying too much sail in other directions. As he made a fair amount out of the transaction his best wishes go with 'Scotia', and as the feeling of good will is now mutual he may yet be allowed to play in Scotia's back yard—if he is good. For the common people who hold on to Scotia there is satisfaction at the transaction. They reason after this fashion: 'If Harris paid eighty-five for Scotia he knew what he was doing, and he is not Harris if he doesn't make from five to ten points, or to split the difference, say eight points, out of the deal. And if the Harris people can do that, why shouldn't the ordinary folk, if they keep their eyes open? Some captious folk may say, 'that logic does not always hold good: that it did not hold good in the case of the buying out of James Ross.' True, but that wasn't wholly a commercial, or solid business, transaction. Jas. Ross was a thorn in the flesh of the steel interests, and they considered it worth all of thirty points to have the thorn removed so that the paining would cease. If Forget had been able to put up as big a bluff as the wily James Ross, he might even now be shaking his sheaves of stock certificates at Harris, saying: "Ninety-five or— I'll worry the soul out of you."

There were many curious, surprising and painful incidents in connection with the late strike in C. B. New ones are continually cropping up. How some men were so foolish and infatuated passes knowledge. The writer happened to be in a colliery office last week when an applicant for work entered. He was told that he could go

loading or driving, but that no other job could be found. He said he could not go loading or driving, the fact being he had a deformity in one leg. After he had gone the manager was asked in reference to the case and the story runs: "The man was in the lamp cabin at the colliery. He was looked upon as a semi-official. It was known three months before the strike that he was active in the U. M. W. He came out on strike, and of course his place had to be filled. The present occupant thought the U. M. W.'s would make it right for him, now the poor stupid fellow is out of a job, and it may be a long while before he finds another such position. That the men believed there was an agreement is borne out by the following: One who had been a striker, the next day after resuming work came to the colliery manager and said, 'I want my house back'. He had removed to a house about a mile from the colliery. The reply was 'You cannot get it, it is now occupied by another, and certainly I am not going to ask him to leave'. 'Ah,' said the ex-striker, 'I must get it back; that was in the agreement'. 'Well' said the manager, 'get me a sight of that agreement, and the house is yours, and then with a twinkle in his eye, "You walked for ten months from your house to the colliery, a long distance easy on you to walk from your house to the colliery to do honest and honorable work." He is surely, the C. B. men are realizing how badly they were bluffed.

Here are some words of Premier Asquith, spoken when the women's suffrage bill was under discussion which may well be taken to heart by those Nova Scotian miners who have for the past year lent a ready ear to disputes: "I venture to say that the cause which cannot win its way to public acceptance by persuasion, by argument, by organization and by peaceful methods of agitation is a cause, which already, in advance, has pronounced its own sentence of death." And here are some words of Lloyd George, spoken in defence of the councils and their advisers who have some sort of understanding with illegal liquor sellers that fines will not be imposed too frequently, or be heavy enough to drive them out of the business. In short, that the illegal sell-gains finds its way into the town treasury: "The most striking decrease in last year's revenue was from the extra duty of 3s. 9d. There had been, from one cause and another, a drop of 16,000,000 gallons in the consumption of spirits. That had been a loss to the revenue, but a distinct gain to the community. The result had been perfectly startling. In the whisky-drinking parts of the country, from the moment the tax was put on, drunkenness dropped down, and a very long drop. In Scotland the convictions for drunkenness had dropped 33 per cent., and a well known provost wrote that, during twenty-three years' experience of municipal government, he had known no measure which had done more for the well-being of the community in effectually checking the evils of intemperance. In Ireland there had been a reduction in drunkenness ranging from 35 per cent to 70 per cent. in some districts. Any Chan

cellor of the Exchequer, who, in the face of these facts, in response to any appeal from any interest, were to alter a tax which had had such beneficial results would be guilty of a crime against society."

The Pres. Witness staff Correspondent writes at times some very reasonable jottings. He visited Glace Bay lately and the following are his impressions of the place and also of the strike which resulted in the complete discomfiture of the U. M. W.

"Glace Bay, where I spent ten days' is situated on the high land over looking a spacious but very shallow bay of the same name, where there is a very indifferent shelter for vessels. A cut has been made to the wharves where vessels of say, 100 tons come, but it will never be a great shipping port. The town, or say, the centre of it, is about 13 miles south of Sydney, with which it is connected with tram cars and the D. C. Co's railway.

Glace Bay, be it remembered, is a town of magnificent distances. It is the biggest town in all Canada. In fact, it is nearly as big as Chicago, though it is not all built up yet. It is not quite as cozy as Boston, but its streets make as many acute and obtuse angles as those of the "Hub" itself. A good working knowledge of navigation comes in handy in Glace Bay, for since the town is not built on the "square," and since the houses are not numbered, they can be located in terms of latitude and longitude, while in foggy weather dead reckoning cannot be depended upon.

Glace Bay is not without a measure of notoriety, apart from having the biggest coal mine in the world, and the Marconi Wireless Trans-Atlantic station. In the Industrial history of America, it will be known as the famous battlefield where a great American Labor organization, with unlimited capital, and a small Canadian concern of the same name, poor, but determined, arranged themselves in the orner of battle and then went at it "hammer and tongs." On the one side was the United Mines Workers of America, and on the other, the Provincial Workmen's Association of Nova Scotia. In many respects the struggle reminds us of the Russo-Japanese war, and to the same irony of fate, the battle was not to the strong, nor to the mighty the victory.

The trouble between these two organizations which had existed for a long time culminated on July 6th, 1909, when 3,000 men who were members of the U. M. W. went out on strike. This was not an ordinary strike of which in times past we had had abundance, but it was an extraordinary one. The point was apart altogether from any question of Labor Unionism in itself, or from any matter of wage and ordinary work; but whether American Labor organizations with their preponderating power and wealth and influence, should or should not control, upon occasions, the working of Canadian industries. In the west, the U. M. W. and the American Federation of Labor, practically held the field in mining matters. Then, the former organization undertook to control the eastern mines also. In this territorial extension of the U. M. W. lay the crux of the situation. For the first time an American Labor organization came into direct conflict with a Canadian one on Canadian soil. It was not, then, primarily a question between National and employees; it was purely an issue such, had peculiar interest. The P. W. A., a local federation, had hitherto held the field in the Maritime Province to the exclusion of other Canadian bodies; or of the International Labor organization. Its history

had not been devoid of "strikes," but they had been fought on practical and local issues; recognition of the organization had been fully given by the corporations. Then in 1908, there came the U. M. W. into the field, striving for an entrance into Nova Scotia. They conducted vigorous propaganda and many of the P. W. A. members were won over. Feeling ran high and both sides worked hard—the one to gain new members, the other to hold their old ones. At last they reached a point when the U. M. W. seemed to have won all they were likely to win. Then the U. M. W. formed new lodges such as the P. W. A. had, but the company absolutely refused to recognize them; and the company thought that they had good reason for so doing. The Company would recognize the P. W. A. and treat with them but they would not even receive a deputation from the U. M. W.—hence the strike of the U. M. W. Now the scene was changed. It was a quarrel between the U. M. W. and the Dominion Coal Co. who took sides with the P. W. A. in the struggle. If the U. M. W. boasted of unlimited capital to carry on the strike indefinitely, they found a very substantial company to deal with. The Dominion Coal Co. is no small concern. It has 300 square miles of coal areas in N. S., which is said to contain 1,444,000,000 tons of coal; it had thirteen working collieries, 100 miles of railway 10,000 employees and a yearly output of 4,000,000 tons; its financial importance as a Canadian industry may be judged by its bonds and stocks having a market value of \$20,380,800 and a par value of 24,000,000; its place in production may be estimated from a total output of 32,590,968 tons between 1895 and 1908. During the strike the Company still had 4,000 men at work and 4 to 6 thousand tons of coal were mined per day. The U. M. W. held out long, but the Company was determined that no recognition should be given to the U. M. W. as that would virtually mean playing into the hands of their competitors in the coal markets of America. On Nov. 4th, it was announced that the D. C. Co. had renewed its working agreement with the P. W. A. for two years, i. e. to Dec. 1911; and with that the backbone of the strike was broken. To the U. M. W. the result must have been little short of disastrous. We cannot help feeling sorry for the men in Glace Bay, who sincerely believed that the U. M. W. should be recognized by the Company and who threw themselves into the struggle determined either to win or bear manfully the consequences of defeat. There is something in human nature that makes us think kindly of the vanquished and this struggle is no exception. Many men in Glace Bay are still out of employment, and they have families dependent upon them, and coal cutters like sailors do not readily adapt themselves to other employment. Now, that the struggle is over and the Company is victorious, let us hope that they will not only do justly, but love mercy and practise it in dealing with men who are not in a position to dictate "terms" to them, and what is more who have wives and families to support."

It is all very well to talk of justice and the love and the practice of mercy, but why should these virtues be largely expected from those whom the U. M. W.'s accused of being heartless, soulless, tyrants, greedy capitalists et cetera et cetera. It is quite true that there is in human nature a sympathy for the under dog, who has ceased yelping and howls for mercy, but if we had witnessed the provocation that the top dog stood before he turned on the tempter our sympathy might not so often be misplaced. When we are witnesses to the fact that the under dog was the aggressor and forced the top dog to the struggle, some of us—

of course we will be called inhuman—are apt to say 'served him right, he got what he courted.' At the same time while one cannot hope for any great demonstration of affection on the part of the management, it is hoped that they will do justly. By that is meant be easy on those beguiled, and lash with scorpions the betrayers.

#### THE DEAR FOOD PROBLEM.

At the annual meeting of the shareholders of Lipton's, Limited, Sir Thomas Lipton, the chairman, in explaining the diminution in the profits of the concern, ascribed this falling-off as in the main due to the dearness of many of the staple articles of food. It might at first glance be assumed that these high prices would assure greater, rather than less, profits to retailers generally, but this does not appear to be the case; for the inevitable curtailment in the demand, especially in those articles which have advanced most in cost, more than counteracts the possibilities of gain. The effect of this is seen, in the case of Liptons, Limited, by a diminution in the dealings in bacon alone of over two thousand tons within twelve months.

Sir Thomas Lipton stated, that, in the past twelve years, an article in such widespread use as sugar has risen in price by nearly fifty percent., and cheese in the same proportion; hams, bacon, and lard have more than doubled; while butter is also much dearer.

It is easy to see that an increase in the prices of commodities which, like these, are, or have been in the past, in universal demand effects every member and every class in the community. . . .

It must also be remembered that progress in agriculture has been much less rapid than in manufactures, probably because these latter have for over a century attracted the best brains by more tempting rewards. Improvements in transport have been so vast of recent years that there does not appear to be room to hope for much more progress in this direction; but the unexpected may always happen.

On the side of dearness we have a power which is only beginning to attract attention, but may yet be strong enough of itself to work a revolutionary change. This is the enormous production of gold within recent times. It has been calculated by competent authorities that the total golden store of the world has been more than doubled within the last twenty years. This must inevitably make its effect felt, sooner or later, by raising the level of prices all round. For to speak of an increase in the price of commodities is to speak of a decrease in the value of gold—the terms are practically interchangeable. That this value can be maintained at its former level, when the supply was less by one half, is contrary to economic theory, and to the lessons of past history.

It may easily be that we are now well advanced in a movement such as formerly caused both social and financial revolution when the floods of silver from the New World worked havoc with the monetary standards of the Old. That chaos ceased only with the demonetization of silver; can it be that a similar fate is in store for gold? Considerations such as these show that behind the question of dear meat and dear bacon may be involved issues of the highest importance to the economist and the financier, as well as to that plain, but ubiquitous, individual commonly called 'the man in the street.'

## AROUND THE COLIERIES.

The Nova Scotia Steel & Coal Co. has lots of coal yet to extract before opening mines at Point Aconi.

Mr. Fred McCourt has been appointed Assistant General Sales Agent of the Dominion Coal Co. with headquarters at Montreal.

Mr. Alex. McEachern, District Superintendent, who was laid up from blood poisoning, consequent on a wound to his shin bone, is out and about again, and ranging between the Reserve and the Langan collieries.

It is reported that Mr. Alex. Dick, General Sales Agent for the Dominion Coal Co., will in future have his quarters in the head office at Montreal instead of in the General office at Glace Bay. This move was contemplated two or three years ago, but never carried into effect.

A Glace Bay paper is informed that the U. M. W.'s will import two professional catchers from the U. S. who will do the trick for them in the way of drawing a crowd. It is not likely any new organizers will come. The men's eyes are being opened to the shameful way they have been imposed upon. If the men do come then P. W. A. must get two better men to outplay them.

Mr. Duggan, the late General manager of the Dominion Coal Co., was a slave to work. He used to take his work home with him and peg away till all hours. Mr. McDougall, his successor, may not take his work home with him, but keeps at work in the office till ten o'clock. That sort of thing will scarcely pay in the long run.

There was imported into the province of Quebec in June last 23,798 tons of bituminous dust and 34,075 bituminous round a total of close on 58,000 tons. The quantity of anthracite imported into Quebec was 98,826, into Nova Scotia 9,253, into New Brunswick 6,873 and into P. E. I. 1046. The grand total, soft and hard into the lower provinces is 171,450 tons, quite a snug quantity. If the U. M. W.'s had their way the imports of foreign coal would likely be very much greater.

The new houses to be erected at Nos. 15 & 16 will be better planned than the ones at No. 12 which are stumpy, squatly looking affairs, with stunted chimney tops. By sticking a pot on top of the chimney a saving of a half dozen bricks may have been effected, and fifty cents in labor, but the appearance of these tiles depreciates the value of the house, appraised on its appearance, fifty per cent. Any one desirous of visiting the new collieries should endeavor to secure Mr. D. McDonald, son of the Senator, to conduct them over. Dan has a good automobile that does not balk, and he handles the machine as if he had gone through a course in some correspondence school for 'chauffeurs'

A number of the Dominion Coal Co.'s managers have been off on holidays and others are now off. Mitchell and McInnis are on the other side of the line.

The Secy. of a U. M. W. local tells the Eastern Chronicle that 21,000 tons of coal were docked off the Springhill men in a given time. Will the Eastern Chronicle kindly ask for the number of boxes docked.

Mr. McDougall, Mr. Duggan's successor at Glace Bay is well thought of by the boys. He is getting his hand in nicely and when he knows all the ropes it is expected he will maintain the prestige the Company has held in the matter of efficient and advanced management.

The Inspector of Mines, and deputies, had a meeting in G. Bay ten days ago. One of the subjects under discussion was how best to win the coal in the submarine areas, and another, what is to be done with the seam of coal, said to be four feet, overlying the Phalen.

An expert asserts that there are 24,000,000 tons of coal in the unworked seam overlying the Phalen. Taking the seam at a thickness of four feet only it is claimed that the coal in this overlying seam, if not as good as the Phalen, is as good as some ready selling provincial coals.

The Halifax Herald had in big head lines a while ago, these words: "John Moffatt is repudiated by the United Mine Workers." After that John Moffatt might have been expected to take to his bed, but the hard skinned fellow steps about briskly as ever. For the Herald's information it may be stated that John Moffatt repudiates the U. M. W., and every patriotic Novo Scotian follows suit.

It is understood that boring for coal in Antigonish County has been abandoned indefinitely. It is asserted by experts that no coal will be found this side of 3000 feet in depth and that is considered too far to go with coal selling so low—in comparison with farm produce. There is, however, plenty of shale in Antigonish. In some parts the thickness is fifty feet. Some shales of this is said to be better oil bearing than the shales, of high commercial value, of Scotland.

The RECORD once more, in face of the fact that on many past occasions its advice has been unheeded, advises the miners in Cape Breton to make hay when the sun shines. Prospects for steady work during the winter are not at this time of the brightest. It is possible that some of the collieries may go on short time, and one or two perhaps be stopped for a time after the rush of the shipping season is over. It is to be hoped these forebodings may not be fulfilled, but the present prospects lead to such a conclusion.



## AROUND THE COLLIERIES.

Considerable loss of time prevails at the C. B. collieries. On the two days after pay days as high as twenty five per cent of the men are off, and likely these are the men who clamor for an eight hour day, and want a Saturday half holiday.

Mr. J. Butler has his sleeves rolled up waiting for the establishment of a ship building plant at Sydney. Four months from the time a plant is assumed the Steel company will be in a position to turn out plates of the required dimensions, and angle iron, etc., etc.

The Dominion Coal Co. have a force of men at work at Birch Grove, near the old Sydney - Cow Bay road, on the chief seam of the areas lately acquired from J. R. Cowans. If the coal, on trial, is found as expected, a good metallurgical coal, big pits will be opened. The company are satisfied that they know exactly the lay of the several seams and their boundaries. The basin is not wick's, and the coal lies much steeper on the Glace Bay than on the Mira side. The initial development work was in the hands of the engineering department but last week was given over to the mining staff.

THE RECORD editor paid a visit to the Dominion collieries on the Lingan side, Nos. 12, 14, 15, 16, the other day and found development work being pushed rapidly. The collieries are all within sight of each other it may be said. No. 12 is the principal colliery at present but it will soon have formidable rivals. Mr. Ang. R. McDonald, aims at the thousand ton mark shortly. Mr. Bart Connors who is at 15 & 16 will have an opportunity soon to put his bank-heads to the test. Bank-heads look simple affairs and yet it appears to be a ticklish job to plan a bankhead that will be compact, economical in working, and capable of handling additional boxes, as the future may demand.

It is within the range of possibility that the Nova Scotia Steel and Coal Company, instead of opening mines in the vicinity of Point Aconi, may attack their magnificent submarine areas from a point on the Northern Head of Lingan. From the land—or the Head—to the company's submarine line, the distance is half a mile. On the Head a big shaft could be sunk and a tunnel driven out to the coal. This would not at all be a formidable undertaking, and it would be a less costly matter than going to Point Aconi. A shipping place might be urged as a difficulty, but there is little in that. Rail mileage would be less from Lingan Head to Sydney than from Bridgeport to Sydney, and a small coal company was not afraid to tackle successfully such an undertaking. There might be no need to go to Sydney Harbor. Lingan Bay could be made an excellent harbor. With a modern dredge, to make a channel for the largest class of steamers would be a comparatively easy matter. The G. M. A. predecessors of the Nova Scotia Steel Company, had collieries on both sides of Sydney Harbor, and at Lingan, and it is within the range of possibility that their successors may some day be also found on each side.

Mr. T. G. McKenzie, who has had experience in Wabana and Glace Bay, has been appointed Manager of the North Atlantic Collieries Coy., at Port Morien. The company's output is increasing but before the thousand ton mark can be reached some big dredging will have to be done, or a new shipping place secured.

The balances on hand of the several benefit societies in connection with the Dominion Coal Co., amounting to a total of some \$21,000, has been transferred to the Central fund. The company has with most commendable generosity handed over to the Central fund as a donation a similar amount. This at once places the fund on a sound financial basis.

The Board of Directors of the re-constructed Benefit society are: Mr. J. Butler, President; McKenzie, McEachren, Gray, Kirkby, McInnis, and McDougall, company representatives; and Brown, No. 1, R. B. McDonald, No. 2; Bates, No. 3; McNeil, No. 4; No. 5; and Matheson No. 6, representing the men. M. McDonald is Auditor and Armstrong is Secy.-Treas.

It is interesting to have a look at the map in Mr. McIsaac's room in the Dominion Coal Co's office, which shows the probable position of the many steamers in the employ of the company. There are seventeen canoe shaped pieces of cardboard, representing the steamers in commission, attached with movable screws to the map. The position of the steamers is arranged every twenty-four hours. It is a difficult thing to make the steamers keep the desired distances from each other, yet Mr. McIsaac has matters so well under control that there is seldom overlapping.

The new Belgian blood imported into the Acadia Coal Co. is expected to do great things for Stellarton. A despatch to a Halifax paper says that a million dollars will be spent. The likelihood is that the sum will be nearer two millions. The 'back' mines will be the chief place of attack. A new bank head is necessary, and other remodelling and extensions. The development work in the pit is to be pushed and a thousand tons a day is looked for next summer. This means present development work at high pressure. The Allan Shafts do not require much attention overground. It is not expected to get over 500 tons per day from the shaft until markets have been secured. It is understood that Assistant Manager Gray will be turned out of his present quarters and a new house built for him adjoining the General office. The General office is to be altered and made somewhat more modern. The whole of the building is to be utilized as offices. The engineering and surveying department will have a new head. The output from the several collieries should reach half a million next year and about double that the year following.

The New Glasgow people are pleased at the improved prospects for Stellarton. They say that what benefits Stellarton benefits New Glasgow. The assertion admits of no argument. Every time and all the time Stellarton is the benefactor and never the beneficiary.

The matters in dispute causing the Springhill trouble have been already thrashed out in the press. The demands of the strikers are for recognition, payment by ton at the same rate as supposed to have been paid for 1650 lbs, and a schedule of rates. The first is impossible and the third is impracticable. The management put on scales at the request of the men. For fifty years the men were paid a certain rate for level full boxes. The management offered the men to select certain days, and the selection of any rakes, and as an alternative agreed that Premier Murray should do so, and base the rate to be paid per ton on an average of the weights of the boxes selected. The men said "no, we want the weight of a box to be put at 1650 lbs," which they contended was the established weight of a box. That may have been for years held to be the weight of a box, but before the agreement of 1899 had been made which contained the provision that all boxes should be filled level full at the face; no such ordinance was in force when a box was reckoned to contain 1650 lbs. of coal.

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CERTIFICATED MINE MEN.

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The following is a list of Candidates granted Manager's certificates at the 1910 Examination, held recently:

Reserve Mines, C. B.—H. D. Bert; John Allan McDonald; Stephen Wrathall; Walter Johnson.  
 Dominion No. 4.—Neil A. McDonald; Dan G. McMullin.  
 Dominion, C. B.—James R. McNeil; Wm. E. Cook; John Caldwell; John Muoro.  
 Sydney Mines, C. B.—Dan Brown; Thomas Carr; Robert Dickson; William Large; Hugh McLennan; Neil Stewart; David Risson; David Brown.  
 Florence, C. B.—Robert Unsworth; Solomon Dewfall.  
 Glace Bay,—John J. McDougall; James Kennedy.  
 Waterford, C. B.—J. Henry Oliver; Edward A. Lind; Wm. R. McDonald; Wm. T. Hamilton.  
 Westville, N. S.—Elwood Gratto; D. Burnett; Geo. C. Wright.  
 Stellarton,—George A. McHattie; Neil McLean;

Thomas Scully; George H. Burden; Geo. W. Pemberton  
 Halifax,—T. G. McKenzie.  
 Springhill,—C. J. Albon; W. B. Wilson; James Scott.  
 River Hebert, West,—John S. Barton.  
 Joggins,—Emile LeBlanc.

The following is the list of Candidates granted Underground Manager's Certificates:

Sydney Mines, C. B.—James G. Greenwell; Fred Thompson; John W. Miles; Joseph Dawson; Andrew McDonald; Crawford W. Caldwell; Henry Thompson.  
 Dominion, C. B.—Ronald H. McDonald; Hector Campbell.  
 New Aberdeen,—Rod H. McDonald; Peter E. Morrison.  
 Reserve, C. B.—Rod McCormick; Hector McLeod; John P. McIntyre.  
 Bridgeport, C. B.—Stephen McNeil.  
 Glace Bay,—Joseph G. Pickup; Joseph McDonald; John A. Fraser; Angus Morrison.  
 Waterford, C. B.—George M. McLean.  
 Caledonia Mines, C. B.—John R. McNeil; Archie McQueen; Miles McCabe.  
 Westville, N. S.—L. H. McKenzie; Michael McNeil; James R. Stewart.  
 Stellarton, N. S.—Allan Hamilton; Edward C. O'Reilly; James F. McDonnell; J. H. Mailman.  
 Cumberland County.—Richard Howarth; Charles E. Swan; Harry Moore; Wm. Orr; Sam Gray; Robt. McAloney; John Graham; Ronald Buxton.  
 Inverness County.—Angus McLellan; Neil P. McLellan.  
 Port Hood—James A. Campbell.  
 Wm. T. Stevens, Chignecto, Killed in explosion at Chignecto, June 20th, 1910.  
 List of Candidates granted Overman's certificates:  
 Philip Kennedy, Joseph Chisholm, Westville; James A. Clark, Alfred H. Beaudaux, Stellarton; Charlie Arents, Port Hood; John A. Ferguson, Hugh D. McIntyre, Bridgeport; John T. Cox, James W. Spenser, Caledonia Mines; James Costello, Robert Richards, Sydney Mines; David Gouthro, McKay's Corner; Arthur C. Ross, Reserve; Walter E. Hall, New Aberdeen; Samuel Price, Daniel L. Johnson, Springhill; Harry Hannah, River Hebert.

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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  
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**INVERNESS RY. & COAL CO'Y**

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

| WESTBOUND Superior Div. |       | STATIONS.          | EASTBOUND Inferior Div. |       |
|-------------------------|-------|--------------------|-------------------------|-------|
| 51                      | 51    |                    | 54                      | 57    |
| P. M.                   | A. M. |                    | P. M.                   | A. M. |
| 3 30                    | 10 40 | P. TUPPER JUNCTION | 3 45                    | 11 00 |
| 3 35                    | 10 35 | INVERNESS JCT.     | 3 50                    | 11 05 |
| 3 37                    | 10 33 | PORT HAWKESBURY    | 3 55                    | 11 11 |
| 3 40                    | 10 32 | PORT HASTINGS      | 4 08                    | 11 20 |
| P. M.                   | 10 07 |                    | 4 13                    | A. M. |
|                         | 9 57  | TROY               | 4 25                    |       |
|                         | 9 44  | CREIGNISH          | 4 38                    |       |
|                         | 9 27  | CREAHOURE          | 4 50                    |       |
|                         | 9 08  | JUDIQUE            | 5 05                    |       |
|                         | 8 55  | CATHERINES POINT   | 5 18                    |       |
|                         | 8 41  | PORT HOOD          | 5 31                    |       |
|                         | 8 35  | GLENSIDE           | 5 38                    |       |
|                         | 8 29  | MADOU              | 5 53                    |       |
|                         | 7 50  | GLENDYRE           | 6 12                    |       |
|                         | 7 25  | BLAIR RIVER        | 6 28                    |       |
|                         | 7 12  | STRATHLOUNE        | 6 48                    |       |
|                         | 6 55  | INVERNESS          | 7 00                    |       |
|                         | A. M. |                    | 7 10                    |       |
|                         |       |                    | P. M.                   |       |

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Capell Fans have shewn themselves to be more efficient than those of any other make.

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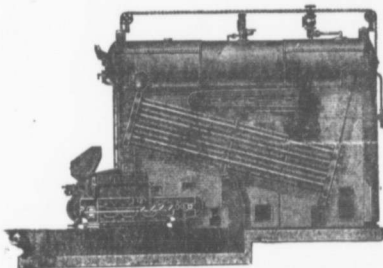
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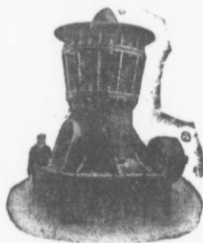
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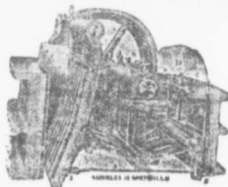


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NOS 1, 2 AND 3.

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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 %   |

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