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Genl. Mgr. Dept.

Maritime Mining Record

July 24 1912

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Fig. 2. HAULING.



LANC'S LAY ROPES.



Fig. 36. WINDING.



Fig. 1. HAULING.



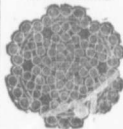
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Fig. 4. WINDING.



Fig. 13. SINKING.



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Fig. 11b. CRANE, &c.

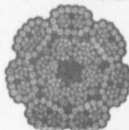
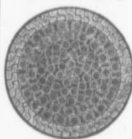


Fig. 13 for Sinking & Fig. 11b for Cranes, &c., are non-twisting.

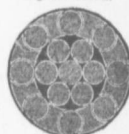
Fig. 12a. WINDING.



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Entirely free from twist.
Smooth surface reduces wear to a minimum.
Duration far ahead of any other construction.

Fig. 20. GUIDE.



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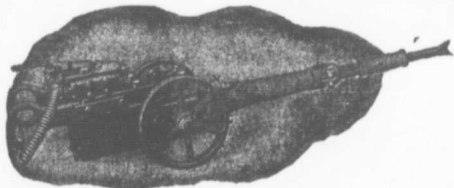
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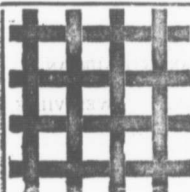
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The Geological Survey publishes annually a Summary Report giving a summary statement of the work accomplished during the year. Maps and reports on various sections of the country and on special subjects appear from time to time. A catalogue of publications will be sent free to any applicant.

A single copy of a map or report will be sent to a Canadian applicant free and to others at a nominal price. Owing to the limited supply it is impossible to send series; the applicant should therefore state definitely the precise area concerning which information is desired.

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1084. Geological Map of Canada. Scale 100 miles to 1 inch.
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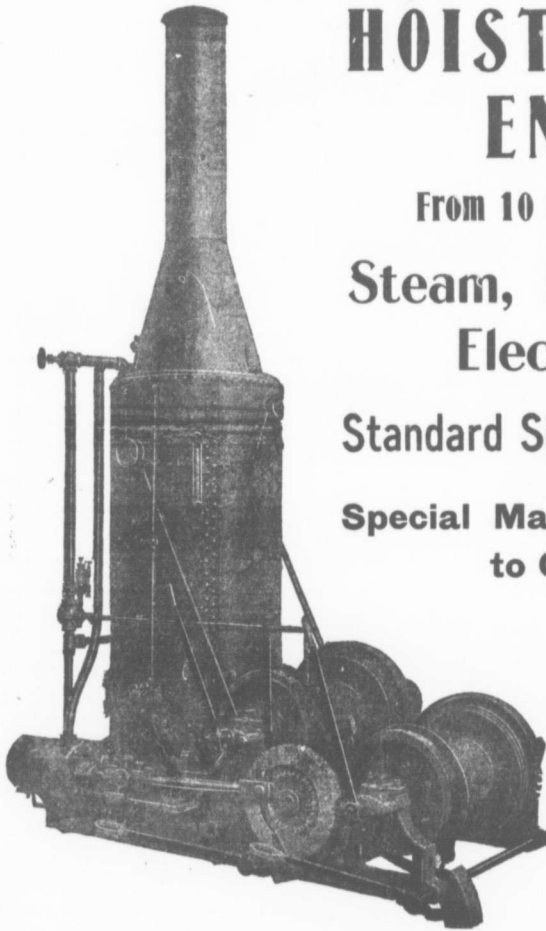
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To Ad....
MARITIME MINING RECORD

Vol. 15, No. 2. Stellarton N. S., July 24th. 1912. New Series

THE LINGAN COAL SEAMS

In view of the much development going on at New Waterford, the following report of Prof. V. Hind to parties who held areas in the Lingan district may prove interesting. The report was made forty five years ago. Brown gives the thickness of the several seams in the district as forty feet while Prof. Hind places the thickness at 45 or 46 feet. There is evidently a big mistake in the given thickness of the McGillivray seam. When Hind was reading the figures off to his secretary he said "McGillivray four, to five." The four being pronounced rather thickly the scribe took the height to be forty-five (45). After reading this explanation the minds of certain perplexed Waterfordians will be relieved. A look at the table of contents bears out this explanation, as the Carr a 4 ft. seam is given the same quantity as the McGillivray.

These areas lie wholly within the limits of the productive Carboniferous Basin, which occupies a portion of the north-eastern extremity of the Island of Cape Breton, and is known as the Sydney Coal Field of North America.

The southern boundary of the areas is formed by the coast line of the entrance to the Harbor of Sydney, for a distance of two and a half miles; then they extend northerly under the sea.

The rocks, with their associated beds of coal, form a shallow subordinate trough at the edge of a basin extending in a north-easterly direction of unknown extent. The whole of the rim of this basin on the Coast of Cape Breton appears to be broken by gentle folds in the strata into a number of minor troughs, so as to resemble a roughly corrugated edge, the folds or wrinkles of which represent the different subordinate coal basins of the northern part of Cape Breton.

The centre of the trough in which your mining areas lie may be supposed to be two and a half miles due north of the Ross Vein, where it appears on the coast. With this point approximately representing the deepest portion of the trough, the northern side will be found to have much less elevation than the southern boundary, in consequence of the anticlinal fold which separates it from the next succeeding trough or corrugation in the rim of the basin, being low in comparison with that on the south side. The effect of this difference will be to cause the measures to lie much flatter and at much greater depth on the northern than on the southern side. The interests involved are of no present importance, but it appears to have an important bearing on the question whether it would eventually be possible with known appliances to work seams of coal at the depth they probably assume within two and a half miles to three miles of the coast.

Any speculations on this question are, however, wholly unnecessary, for within one mile of the coast, and within the limits of the area in question there are 150,000,000 tons of coal, fully one half of which is available.

The attitude of the rocks on the whole southern boundary of the area shows no disturbance, and a gentle, uniform, but very slight variation of dip. There does not appear to be any reason for apprehension with regard to the existence of faults or fractures, no evidence being visible on the south coast, although there are slight and probably wholly unimportant disturbances apparent on the north-westerly coast of the harbor.

The dip of the rocks is high 40 to 44 degrees, but it diminishes rapidly and at a depth of 200 feet on the slope at the Ross Seam it lessened from 43 to 38 degrees. The dip of the Fraser Seam is about 25 degrees, showing a slight undulation between it and the Ross Seam.

The following represents the number of seams which have been discovered on these areas and the thickness of each seam, also the quantity of the coal as far as ascertained.

NAME.	THICKNESS.	REMARKS.
1. Carr Seam.	4 feet.	Good Coal.
2. Paint "	7 "	Do. do.
3. Crandall Seam.	5 "	Excellent Coal—Steel Welding Coal.
4. Lyle "	3 "	Excellent coal—a small seam overlies it two chains north.
5. Moss "	7 "	Do.
6. Willie Fraser Seam.	3 "	Indifferent, very ferruginous.
7. No. 3 Seam.	5 "	" requires prospecting.
9. 2 Foot Seam.	45 "	Good.
10. 8 Inch "	7 "	Good.
11. Fraser "	7 feet.	Good.

Table showing the quantity of Coal in each seam in on square mile.

NAME.	TONS.
1. Carr	3,982,620
2. Paint	6,969,600
3. Crandall	4,978,285
4. Lyle	3,200,000
5. Moss	6,969,600
6. Willie Fraser....	3,200,000
7. No. 3	4,978,285
8. H. McGillivray..	3,982,620
9.
10.
11. Fraser.....	6,969,600.....
Total.....	45,230,610 tons in

one square mile, or upwards of 135 million tons on the three square miles owned at present by the company.

The questions relating to the character and thickness of the roof between each seam or any

set or group of seams are very important, and in the present instance entirely satisfactory. The vertical distance between the Paint and Crandall Seams is 17 fathoms.

Between Crandall and Ross. 104 fathoms.
 " Ross and Willie Fraser. 56 "
 " W. Fraser & McGillivray 15 "
 " McGillivray and Fraser. 149 "

The surface measurements from which these thicknesses were deduced were made by Mr. Ouse, Provincial Land surveyor.

The rocks between the seams are heavy bedded sandstones, with intercalated bands of shale, shales are uniform and persistent: the and there is no evidence that dangers or compact, ies may arise from working any of the seams un- collieries are sometimes subjected, and which can be readily overcome.

The topographical details of the accompany- ing map are taken from the Admiralty Surveys. The well known capabilities and advantages possessed by Sydney harbor render any allusion to the situation of the areas in relation to harbor accommodation superfluous.

The objections which at the first blush might appear to come in consequence of the necessity of mining under the sea, are wholly imaginary and must so remain for many years to agencies occur. When the workings extend so far under the ocean as to render ventilation a serious question, it will be time to consider the means to be adopted, but as there is accessible coal within a third of a mile from the shore, sufficient to supply 100,000 tons per annum for one hundred years, the subject may well be left to the future.

DOES CAPITAL CONTROL LABOR.

"The perfection of the organization of both capital and labour has brought us up against new problems. Industry is no longer a matter of small capitalists on the one side and small trade unions on the other. The invention, growth and development of machinery has not only led to the enrichment of the owners of the machine, but it has led to their organising their businesses in a much bigger way than used to be the case, and we now have big employers, big federations of employers, and big organisations of workers.

The newer trade unionism, after having gone through a struggle in which Socialism seemed to be its ideal, is entering on another stage which is attractive to some of the poorer among the work- ers, but which will probably break down in practice. Its great apostle has been Mr Tom Mann. His gospel is that the old idea of trade unions, that they must accumulate great funds to maintain them when they feel it necessary to strike, is wrong. He suggests that not money so much as unity is necessary. He advocates that men in each trade should combine in a union, that this should be followed by an amalgamation of all the trade unions in one industry, and that when this is accomplished all these amal- gamations should federate into one big union, so

that on the signal being given all the workers in the country may 'down tools' at once. The argu- ment is that society would then be at their feet, work them for the benefit of the workers, and as Mr. Wallis pointed out, we have now three ideas for the control of industry—control by the capitalist, the Individualist idea; control by the State, the Socialist idea; and control by the workers, which is the Syndicalist idea. Of all these the Syndicalist idea is the most impracti- cable. We are far from saying that the workers ought not to have some say in the industry they help to make, but there are other members of society than the manual workers whose co-oper- ation is necessary if our industries are to be a success. Probably even the Syndicalists them- selves do not know how they would be able to manage. The growth of the idea, which, by the way, is showing unmistakable signs of being arrested, is due to dissatisfaction with the present condition of affairs and to the failure of the Parliamentary machine to secure as much im- provement in the condition of the workers as some of them desire. The 'general strike' policy received a severe check in the late coal trouble. The Syndicalists told the miners in pleading for a strike vote told their followers that the strike could not last more than three days, or at the most a week; that if it lasted longer—well, in a week all industry would be stopped, in a fortnight there would be neither gas nor electric light, in three weeks all the trains would have ceased to run, and in a month our twenty miles of Dreadnoughts would be of no more use than scrap-iron. Experience did not justify these pre- dictions. The strike lasted five weeks, and al- though there was considerable dislocation, nothing very terrible happened. So it would be if the Syndicalists had their way. But it is im- possible to organise great masses of men in the basis. The Miners' Federation is the biggest and the finest trade union in the world, and what they could not do cannot be done by any other organisation. They were compelled to seek the assistance of the State, which is just what the Syndicalist desires.

All observers of the present control of indus- try agree that some new method will have to be found, but we must move cautiously. It is untrue to say that the capitalist has absolute control now. The State has interfered again and again by way of Factory Acts, Trade Board Acts, and so forth. We have passed Workmen's Com- pensation Acts, Shop Acts, an Insurance Act for both sickness and unemployment, and a Minimum Wage Act. And it is becoming obvious that the State will have to take some steps to safeguard itself against the future consequences of indus- trial unrest. Probably the eventual solution of the difficulty will be found in giving the capital- ist of industry, and the workers a share in the con- trol of industry."

A shallow artesian well assisted by a small pump supplies abundance of gold pure water to the works and workers at Sydney No. 4. It is indeed a cheap water system.

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 24, 1912

AROUND THE C. B. COLLIERIES.

—NORTH AND SOUTH.—

Visits at short intervals are necessary if one is to keep well informed on what is transpiring at the collieries in the province, in the matters of development, installation of improved machinery and what are termed modern appliances. This opinion, at any rate, was made the excuse for a hurried trip to Cape Breton, when the thermometer at Stellarton stood at 94 in the shade.

At Sydney the RECORD representative met Mr. F. W. Gray, chief clerk of the Dominion Coal Co. and special correspondent of the Mining Journal, and between them they hatched a plot to go over Brown Mines the following day and beard Tom Brown—the leading lion of the Scotia Coal Co., in his den. Curiously Mr. Gray had never visited Sydney Mines and thought the opportunity of the RECORD man escort too good a thing to be lightly thrown away. At North Sydney, by good chance, they met Mr. Brown on his way to inspect a new McKay motor, whose delivery he had been expecting for two months or more. Besides 'do it now', 'A little better every day', Tom has, as a third maxim 'Business before pleasure', and therefore it is that the pleasure of inspecting the auto, was delayed for a few hours.

When the tram arrived at the 'Scotia' store it was suggested that as the Review correspondent had never seen just such another, an inspection was in order. Agreed to. Of the 'Scotia' store little need now be said, as its fame is reaching over the length and breadth of the land. It is certainly well stocked and well ordered. 'System' is written large on each one of the many departments. Time was when 'pluck me' and other opprobrious epithets were hurled at the store, but all that is changed now, and the mine workers, were it put to a vote, would hold both hands up for a continuance of that which fifteen years ago, they sought by legislation to suppress. Since, at the request of the workers, the company consented to bring in regularly, supplies of fresh meats, and sell at lowest possible price, the store has grown mightily in favor. The great success of this action on the part of the company is its complete justification. And here it may be fitting to moralize for a minute. Undoubtedly much of the present unrest among workers, the world over, is traceable to the high cost of living. The proprietors of a large boarding house and workmen's hotel, in going over the prices now paid for provisions,

incidentally remarked that he could not for the life of him see how the poorer paid workers at our collieries managed to make both ends meet; and when one thinks of butter at forty cents, and when potatoes counted cheap at seventy cents, and ham at twenty-two cents, he also begins to wonder how they do it. If the high prices are due to any extent to the action of middlemen, it may be the imperative duty of the coal companies, in their own as much as in their employees interests, to step in and have the middlemen dispensed with. Poorly fed, and thereby discontented, workmen are loss and not gain to any industrial concern.

At the company's office General Manager Cantley was found in his shirt sleeves, having, early as it was, performed a good days work.

The first object the visitors were invited to inspect was the Rescue Car. The RECORD representative not being quite so enthusiastic in the matter of cure as of prevention, and not having so complacent a faith, as some, in the merits of the apparatus, suggested that Mr. Gray, an enthusiast, accompany Mr. Brown on a tour of inspection. 'You see he imagined—foolishly imagined, no doubt—that alone with Mr. Cantley he might successfully undertake the difficult operation of drawing out of the General Manager some parts of the company's plan of future activities. Tom Brown, however, in this as in other things, was obstinate. He said, "You must come, the car is one of our 'pieces de resistance'." Goodness! that settled it; it was the first time Tom Brown was ever known to use a gaudy quotation, and one hated to confess he was not quite positive as to its meaning. The phrase brought the know—The General Manager included, who ought to know—Tom by this time—instantly to their feet and impelled them hurriedly car wards.

Let confession here be made that dearly as one prizes an earnest talk with the General Manager, it would not have fully compensated for the loss of an inspection of the car. The car is of the same proportions as an ordinary railway passenger carriage, outwardly it may be taken for one. The difference is in the interior arrangements, and they are wonderfully interesting. The car has three main compartments, one with cushioned seats for fourteen or more rescue men or fire fighters, in transit; one for the rescue apparatus, and first aid adjuncts, and the third for the necessities to fight fires on surface. There are hung around the walls of the mid-section a full complement of Draeger Apparatus. These, everything included, weigh forty pounds. The writer wished to be equipped with one, but Mr. Brown was cool enough to say that there was none to fit so small a head. They were for big men and weighed forty pounds. Well, then, the 'pulmotor' is not too big. The action of this instrument was explained. A rubber shield, connected by a tube with the battery, is placed over mouth and nose and kept by straps tightly in place. A button sets a little electrically driven machine in operation. First a movement to one side causing inhalation, then to the other side for exhalation, and so on. One, in endeavoring to resuscitate a person might soon grow weary of the endeavor owing to much mental and bodily strain. But efforts to restore life may not be soon abandoned with this machine as it does the work effectively unaided. In applying the pulmotor the one thing necessary is to draw the patients tongue outside the mouth-piece, otherwise he might choke. In the car are all known requisites for res-

cue and restoration. There are several kinds of electrical lamps. One of these is of recent discovery; it is effective and very light. It comes from the U. S. The lamp is shaped like a small handless cup. The lamp is attached by a tube to the battery, which is attached to the hip. The lamp can be hooked to a man's cap, leaving his two hands wholly free for action. Mr. Brown, asked why these lamps were not more generally in use, replied that people were waiting to see if further improvement might not come soon. Improvements were being effected every month and it was best to 'hide a wee.' The car, as part of its contents, has hose and reel, buckets, axes, and all the accoutrements of a first class fire brigade, stretchers, first aid cabinets, telephones, and, as the auctioneers say other things too numerous to mention.

Sydney No. 1, the oldest of 'Scotia's' collieries is livelier than ever. There is not a vestige of decay, and that there are high hopes of prolonged life is evidenced by the many improvements being made. J. W. Johnstone, formerly of Westville and Mabou, is Manager here. Among the many improvements and additions, one that took the writers was the Bennis Patent Fire Grate. Slack coal, and material that is not wholly coal, is fed from a hopper on to the front part of the grate. The grate is say ten feet long, and moves at the rate of a foot in nine minutes conveying the coal to the front of the fire. First there is the ordinary fire, then a brighter one, and last the gases emit a bright white flame. Any noxious or combustible gas is carried off by induced draft. The smoke from this fire is a negligible quantity. The boiler to which the grate is attached is an ordinary Babcock and Wilcox. The ashes from the grate are automatically conveyed to a pit where they are crushed and carried to sea by the exhaust water from the condenser, which also conveys seaward the waste from the washing plant. It is intended to fit all the boilers with these grates. Their installation means much saving of labor.

Sydney No. 5, though possibly it has seen its best days, is still good for a six to seven hundred ton output. Sydney No. 3 can give an output once more of a thousand tons when so minded, and Sydney No. 2 can do six or seven hundred or more.

Sydney No. 4 was visited. If it is true that the most troublesome child is most thought of by its mother, then Sydney No. 4 should be the best beloved of Scotia's collieries. For a while it was a heart-break to the officials of the company. After starting the coal got thin and thinner till it disappeared. But patience and perseverance had its reward. Had the officials only known. They ran into a fault and long kept running with it. It took long to discover that they were parallel with the fault instead of at right angles. However, all well that ends well, and now the 'trouble', and other incidental troubles, it is hoped, are all past. It is claimed by the Superintendent that the whole equipment overground, engines, boilers, compressors, electric plant, etc., did not cost more than sixty to seventy thousand dollars. This small outlay for a colliery producing 700 tons a day is something to marvel at. Mr. Arch. Ferguson, formerly of New Campbellton, is manager.

The new plant for compressing the molten metal that is formed into ingots, like many good things is simple rather than intricate. The metal from the ladle flows into specially strengthened moulds in the

ordinary fashion. These moulds are on trucks. When filled with the metal they are run under the compressor. Here the metal is subjected to downward as well as upward hydraulic pressure. Gauges enable the operator to regulate the pressure, so that it may not be too heavy. In such an event the liquid metal would ooze out of the top of the mould. Ingots of five, ten, and twenty-five tons are cast. Compression means better steel and great saving of what, under the old system, was waste. Ingots under the old process contained air holes and hollows ranging from a foot to two or three feet down in the middle of the ingot. Defective ingots mean much recasting. Under the new system an inch or two only on top of the ingot was to be set aside. Mr. Graham Fraser expressed to the writer his opinion that this part of the plant should prove highly economical to the company.

After lunch, a delightful 'function', held in the basement of the company's general office, where there is a restaurant with a male cook, and where the officials of the company may dine, if so minded, the party—only four including chauffeur—Mr. Gray being forced to leave in order to connect with Mira, where he and his family are summering—had a long spin, away to the head of the Little Bras D'Or in Mr. Browns new auto. The drive was delightful, the day fine, and the scenery enchanting. The Colonial mine was passed on the way back to North Sydney. This mine has been idle for about a year, though the pumps have been kept going.

It is said that order is heavens first law. If that be so then the law is having large fulfilment at the plants of the Nova Scotia Steel & Coal Co. at Sydney Mines, especially at the steel plant where everything fits in finely, and where tidiness is mistress.

By the way this hasty sketch would be incomplete if mention were omitted of the war-like preparations made by Tom Brown for the rout of invaders. He is a perfect athletian in the desire for something new. He has had planted on the high eminence on which his house stands an imposing, almost awe inspiring, piece of artillery. The cannon which is neither a howitzer, mortar, or gattling is mounted on a serviceable carriage. It wrought havoc among the enemies of Queen Anne, and is still capable of throwing deadly missiles. It commands the approach from the mines; is solely for defensive purposes, and is a solemn warning to the silly socialists and meddling politicians of Sydney Mines that if they kick up capers they will speedily be turned into croppers.

BIRCH GROVE COLLIERIES.

The road from Glace Bay to Birch Grove is a rocky way. It may not be 'half bad' when covered by horse and riding wagon, but by auto, it is certainly trying to ones interior mechanism. There may be, there must be, some to whom violent jolting is a pleasing and novel pastime, but not to all. By the time the Marconi Towers had been passed the conclusion was arrived at that even auto, ridings had its drawbacks. There are those who say that jolting is good for the liver; possibly, for some livers with excess of bile, but not for those in normal condition. By the way, speaking of the Towers it is now said that they are not necessary for wireless transmission, that they are now more ornamental than useful, another illustration of the onward rapid march of science. Birch Grove, where collier,

ies Nos. 21 and 22 of the Dominion Coal Co. are located, has its centre on a plateau, two or three miles behind Port Morien, the nearest point of civilization. The name is pretty, but the birch or stumps are in plenty; the latter cannot well be avoided in a mining locality in the initial stages of development. Dom. No. 22 is first passed. Dom. No. 21, the main colliery as yet, is distant less than a mile on a nearly straight line. The coal basin is cigar shaped, its breadth being less probably than any other basin in Nova Scotia. The coal is excellent and the height of the seam is say six feet. There are one or two inch layers of stone in the seam but as they are not attached to the coal, the stone can easily be removed on the picking table. No. 21 is the only colliery in Nova Scotia whose slope extends from outcrop to outcrop. The coal at one side of the basin pitches about fifty; on the side the colliery is situated it flattens to about eight degrees. Openings were first made on the steep side but as the basin was soon met with it was decided to locate the colliery where the angle was lowest. The coal at high angle will be dropped to the basin and then be brought by the easy grade to the surface. The slope was commenced in Feb'y, and is now down about a thousand feet, the output is say 210 tons which it is expected to increase to 500 by the middle of August. Mr. R. Simpson, formerly of the Emery and of Stratheona, is manager of both collieries. It is expected he will make a success of the collieries and produce coal at a cost that will make the teeth of some less favorably situated, water. We have no doubt that Mr. Simpson has resolved alone to paddle his own canoe, leaving the other managers severely alone. That is a wise policy, for C. B. managers, as a rule, are touchy when criticised by other managers. The distance from outcrop to outcrop is from 2100 to 2200 feet. As the most of the coal can readily be extracted, the collieries, between them, should yield a good many million tons. Progress has been hindered some by the non-delivery of the Electrical plant. The compressor to supply the air for the coal cutting machines will be run by electricity. Places are now ready in the mine for between twenty and thirty machines. The Hertzler and Henninger puncher is the machine decided upon. The output at No. 22 is about a hundred tons a day. The rooms in No. 21 are to be thirty feet wide. That width should yield some coal and be a snap for the machine runners. Of course the plant on the surface has an unfinished look but that will be put right soon. All the pit horses are to be taken down and out of the pit daily. The stables or barn is on the surface and is a most substantial and commodious structure. There is accommodation for fourteen or more horses, but the manager will endeavor to get along, if possible, with half that number. On the top and in front of the mangers run pieces of iron pipes. A visitor asked if these were to help the horses to sharpen their teeth. No; they are to prevent the horses gnawing the wood. C. B. horses being particularly fond of spruce splinters as a dessert.

There was some little excitement among the over-ground officials over a paragraph in the MINING RECORD in reference to what was called "McEachern's Tittle at 16." The RECORD was asked, "What about the temporary tittle at 24. If the tittle at

16 is simplicity itself, what of the one at 24?" The tittle must be visited, and we must go over to No. 16 and then render decision. This was as bold as embarrassing a proposal. We have seen the tittles at 16 and 21. The RECORD cannot afford to make itself odious by making comparisons. Truthfully, however, it can be said, that in the RECORD's opinion, Linns Pat. Temporary tittle is by long odds the slickest and the simplest and the most ingenious tittle as yet installed in Canada. What is more the RECORD is satisfied that by substituting divisions of springs instead of weights, and rubber instead of wooden check cushions, this tittle could be made to put the revolving tittle in the shade. In justice to Mr. McEachern we should say he disclaims all credit for the production of No. 16 tittle. All the glory belongs to Beaton. The latter on the other hand declares he acted on a hint, and had he followed out the suggestion in its entirety—well, there would have been a tittle to talk about.

From No. 21 to Dom. No. 6 by way of Port Morien. Smoke is issuing, from the chimney of the idle Blockhouse and Gowrie indicating that the mine is being kept free of water. There is much speculation as to who really are the new owners of this property. The property, it is known, was bought at auction some months ago by a firm styled the Boston and Morien Coal Co. When the name is uttered some professedly knowing ones close an eye and expose an inference, the inference being that any such concern being the real owners is "all in my eye." There are those who persist in declaring that the Dominion Coal Company know more as to the ownership than they have as yet made public. Speeding along, a smoke stack and a rough engine house indicate the spot where the ill-fated concern intended to sink a shaft to the Blockhouse could the 'wind' have been raised. The shareholders thought they had blown out sufficient, and as outsiders were callous, the pretentious concern toppled over, and, in so doing, giving emphasis to the assertion, "It is all in the management." Persons with swelled heads have been the bane of coal mines exploitation in this province. Past Long Beach and up and over a horridly rough, narrow and stoney road, and No. 6 is reached with thankfulness. The visitors were fortunate in catching District Superintendent Alex McDonald and pawky Manager Mitchell hatching something new with their heads together. Further consideration of the weighty matters were abruptly postponed to a future date. One of the visitors brusquely demanded of Mitchell the production of the paper read before the S. C. B. Mining Society on "Early Mining and Ancient Managers in C. B." The answer was that it was read before the Society on condition that it should not fall into the hands of the editor of the RECORD. Then followed a discussion, the outcome of which was that with a little perseverance the RECORD may yet have a peep at the paper. He is a great boy, Charlie, and a good mine manager as witnessed by the big outputs, and the smoothness with which things are running at turbulent No. 6. When the new washer at Sydney is in operation and the slack from No. 6 thereby made a really marketable article, the manager of the colliery will be happy. Mr. Gray and the chauffeur had the auto. to themselves to Glace Bay, the remainder of the party preferring to travel in the Superintendents rig over the sand bar, to a second journey round the Tow-

ers, and the remnant reached 'the Bay' thirty minutes before the other part.

NEW WATERFORD.

Advised at Dominion that District Superintendent McEachren was wholly at home in shoefitting a horse drawn buggy, but risky as the 'shofer'—by the way the five dollar dictionary given by the Herald to its well wishers for a dollar, places the accent on the last syllable—of an auto., the latter was dispensed with and the former drawn upon.

Dominion No. 14, Bart Connors mine, is now fully equipped, well developed underground, and giving very large outputs, its youth considered. There is keen rivalry between No. 12 and No. 14, the odds being in favor of the latter as there are certain disadvantages at No. 12 from which No. 14 is free. At No. 14 there are a number of simple yet effective devices which add to the efficiency of the plant. The bank-head is spacious, and the empty boxes are assembled near the brow of the bank, kept in check and freed automatically. The fan is driven by electricity supplied from Dom. No. 2. Should the power be cut off and the fan thereby stopped, a spring 'button' below the rod of the governor is touched and bells set ringing in the machine shop. Another arrangement in the event of fan stoppage puts out the lights at the pit bottom, thereby warning the miners that the ventilation is affected. Electricity as a motive power has undoubtedly its drawbacks. It is cleanly and not costly but it is fickle and not so constant as steam. During our short visit we heard the cry—at two collieries—'power off,' several, that is three or four times. That could scarcely happen with Babcock & Wilcox boilers.

The C. B. managers have a little standing joke. If asked at the new collieries when operations began, the answer is 'February.' Said McEachren to Malcolm Beaton, "When did you start up?" The ready answer came, not so directly in reply to the question as in reply to a wink which accompanied, and which was too expansive to elude the RECORD's observation, 'In February.' Be that as it may, marked advance has been made since our last visit. Much remains yet to be done but the output is large and growing rapidly for so young a colliery, for say, an eighteen months old youngster. The output is in the vicinity of 700 tons daily, which is creditable. By next Spring No. 15 should be in a position to try a race with 12 and 14. Malcolm Beaton is a bit of a geologist and is somewhat worried over Prof. Hinds statement that the McGillivray seam is 45 feet thick. This given thickness is evidently a miss-print as we attempt to explain in a preface to Hynds' report, to be found elsewhere in our columns. By the way lunch was had at the Hotel Roderique, the proprietor of which is the hearty Roderic McIsaac, formerly station master at Bridgeport. Roderick has in view the bringing in of fresh meat in refrigerator cars. If ever there was a shrewd Scotsman, Rod. is one. He is after a fortune, and is quite sanguine of its attainment.

FORTUNATE N. S. MINERS.

Mr. Manion, an organizer of the United Mine Workers, from West Virginia, who came to N. S. to remove his family to that State, told Mr. MacNeil Gd. Master of the P. W. A. that some time ago Jas. Mac-

Lauchlin asked him to go over to Sydney Mines with him. Manion went with MacLauchlin, and after they came out of the meeting, he told MacLauchlin that he did not see any desire on the part of the workmen of Sydney Mines for a Conciliation Board, there being so few men at the meeting, and that it was just he (MacLauchlin) and Jas. D. MacLennan, with two or three agitators in Sydney Mines, that were fomenting trouble. He warned MacLauchlin that there would be NO MONEY coming into this district TO HELP ANY MEN ON STRIKE or in trouble, because the members of the UNITED MINE WORKERS IN NOVA SCOTIA would not pay dues and were NOT GOOD UNIONISTS, and he had reported this matter to the International Board. MacLauchlin asked Mr. Manion to go over to the meeting Monday night, week ago, but Manion refused to go, and on the following day MacLauchlin told him that they were defeated in the vote and he himself got a lot of abuse. Manion replied that he deserved it all, for the mining conditions of Canada were Heaven compared to the mining conditions of many parts of the United States, and being an American citizen, he knew what he was talking about. He further told MacLauchlin that he was one of the causes of keeping the workmen separated, and until the workmen came to see the source of their trouble, there would be no improvement so far as union went.

• Rubs by Rambler. •

The renegade P. W. A. men of Inverness, recognizing that to band themselves under the banner of the foreign U. M. W. would redound neither to their material gain or glory, formed themselves into a body known as the 'Workmen's Club.' As such they have applied for a Board of Conciliation, and to show the kind of men they are, appointed an outside agitator named Watters as their representative. As was said in last issue, there was not any need for the calling of this Board as the matters referred to in the petition for a Board were under discussion between the P. W. A. lodge and the company. The men who petitioned for the Board, while doing an unnecessary thing, may not be censured, while the Labor Department, in granting a Board without inquiry, is certainly to be condemned. It looks as if Crothers, the head of the Labor Department, is fishing for a little cheap popularity, and is not particular as to the character or standing of the donors. The Conciliation Board is supposed to exist for the prevention or suppression of labor troubles. In this case it almost appears as if the Department wished to foment trouble. The Department has no right to interfere while matters in dispute between the workmen and the employers are under negotiation. And yet that is the very thing the Department is doing in the case of Inverness.

The 'Workmen's Club,' otherwise the Socialists and U. M. W.'s, in disguise, are very much put out at the action of Grand Secretary Moffatt of the P. W. A., cancelling the charter of Star Lodge, and re-organizing anew, leaving the disgruntled to their own devices. The President of the 'Workmen's Club' writes to the local paper, and among other

things, says:

"After sometime having lost confidence in the official head of the P. W. A., the Workmen resolved to send a delegation to the Provincial Government to incorporate this local branch of the P. W. A., in order to retain supervision of the Hall and property, the same duly reporting that the Hall and property had been transferred to the Workmen and no longer supervised over by the official head of the Grand Council.

"What was the consternation of the workmen to find they had been deceived and their confidence misplaced, instead of the Workmen having supervision of the Hall and property it was put under the supervision of the Grand Council Officers. Then a special meeting was called to discuss the above situation and a resolution carried by a large majority to pay no more dues for P. W. A. purposes."

This is certainly refreshing. If the other officials and members of the club are as verdant as the President, no wonder they meet with surprises. In the first place what need had they to send a delegation to the Provincial Government. The Government cannot grant acts of incorporation to union or other lodges, nor can it transfer the property of a society to a branch. Mr. Fisher, and his colleagues should have known that a hall built by P. W. A. men for P. W. A. purposes could not very readily, by even a majority vote, be transferred to another society, and that evidently was in the minds of the rascalitants when they formed themselves into a club. Evidently the 'Workmen's Club' members are very much disappointed that they did not 'get a haul.'

Canadian Northern and Grand Trunk Pacific will be completed across the continent in 1914, there being a possibility that the latter may be finished next year. Attention is now turning to Canadian Northern. While it has for some years been a great system, its lines have not been connected up with the East. Sir William McKenzie and Sir Donald Mann own the entire system and subsidiaries absolutely themselves.

Work has been begun on the vast terminals at Montreal, to be completed in 1914. The great terminal works are under way at Pacific Coast terminal, called Port Mann. Work is also going ahead rapidly at other points, so as to insure the linking up of the whole by 1914. This year 1,053 miles of new road are to be constructed.

Two thousand men are now employed in the construction work, and approximate amount paid in wages is \$1,800,000 a month. In addition to this, 62,000 tons of new steel will be used this year. The probable cost of the tunnel and terminals at Montreal is put at not less than \$25,000,000, while \$9,000,000 is being spent for equipment.

—INTERCOLONIAL COAL CO.—

Shipments	June	1912	16 785
"	"	1911	18 435
Decrease	"	1912	1 650
Shipments	6 mos.	1912	107 972
"	6 "	1911	124 200
Decrease	6 "	1912	16 228

Coal Shipments June, 1912.

—DOMINION COAL CO., LTD.—

Output and Shipments for June, 1912.

	—Output—	—Shipments—
Dominion No. 1	48 626	
Dominion No. 2	72 927	
Dominion No. 3	10 505	
Dominion No. 4	37 705	
Dominion No. 5	21 759	
Dominion No. 6	26 771	
Dominion No. 7	17 615	
Dominion No. 8	14 052	44 413
Dominion No. 9	40 437	
Dominion No. 10	18 323	
Dominion No. 12	28 402	
Dominion No. 14	26 074	
Dominion No. 15	12 466	
Dominion No. 16	11 156	
Dominion No. 21	3 186	
Dominion No. 22	1 494	

Shipments	June	1912	444 413
Shipments	"	1911	399 477
Increase	"	1912	44 936
Shipments	6 mos.	1912	1 819 089
"	6 "	1911	1 570 444
Increase	6 "	1912	248 645

—SPRINGHILL—

Shipments	June	1912	27 805
"	"	1911	13 792
Increase	"	1912	14 073
Shipments	6 mos.	1912	176 622
"	6 "	1911	45 893
Increase	6 "	1912	130 729

—INVERNESS RY & COAL CO.—

Shipments	June	1912	25 546
"	"	1911	27 041
Decrease	"	1912	1 495
Shipments	6 mos.	1912	132 331
"	6 "	1911	130 992
Increase	6 "	1912	1 339

—ACADIA COAL CO.—

Shipments	June	1912	28 090
"	"	1911	32 279
Decrease	"	1912	4 189
Shipments	6 mos.	1912	176 148
"	6 "	1911	188 199
Decrease	6 "	1912	12 051

—NOVA SCOTIA STEEL & COAL CO.—

Shipments	June	1912	91 139
"	"	1911	83 063
Increase	"	1912	8 076
Shipments	6 mos.	1912	327 210
"	6 "	1911	268 701
Increase	6 "	1912	58 509

AROUND THE COLIERIES.

Mr. J. W. Plummer is in Sydney and is expected with his family to reside for the summer there.

The floor of the bank-head at Dom No. 21 is to be concreted. A sensible idea, which must tend to cleanliness and safety.

The coal banks of the Dominion Coal Co. are being to some extent reserved for further on in the season, when customers are more inclined to take quick delivery.

The Dominion Coal Co. sent 286,000 tons of coal to Montreal in June. This is going it some. There were 25 working days in June, the shipments therefore were nearly 11,500 tons a day.

The heaps of old slack at the Vale Colliery, unfit for the market are being drawn upon for use at the boilers at the Allan Shafts. The electric installation is serving a good purpose in this respect.

There are talks of putting patent box oil greasers in some of the mines and dispensing with oiling on the surface. Something patent is needed to prevent the present appalling waste of oil, and the waste is not any worse than the look. An oil soaked bankhead invites the fire fiend.

Mr. Thos. Hale has been appointed Mine Manager at the Drummond Colliery to succeed Mr. Blue who takes charge at the Allan Shaft. Mr. Hale should be at home in the Drummond Colliery and be familiar with its every detail. All congratulate Mr. Hale on his promotion and wish him success.

The increase in shipments of four of the large companies for the six months ending June, over the same period of 1911 is 439,222 tons. Deducting the decrease the net increase is 410,000 tons. We are beginning to be a little afraid that the three quarter million tons increase for the year will not be reached. It is yet possible however.

The Dominion Iron and Steel Company's new nail mill made a record output lately when over 500 kegs of nails were turned out in the twenty four hours. This is the largest output ever reached since the mill went into operation. The previous day's output averaged only about 250 or 300 kegs. The demand for Sydney nails is increasing owing to the excellent quality of the material and it is probable that the capacity will be doubled in a few months.

The briquette plant at the McKay mine C. B. was destroyed by fire week before last. The loss is estimated at \$25,000 and insurance \$10,000. The McKay people are erecting a second plant at the Colonial mine. Possibly one plant is sufficient at the present time until, first, a market is found, and secondly, it is seen if briquettes can be made profitably with pitch at its present price. Of course when and where unsaleable slack is wholly used the making of briquettes may pay.

There are rumors that the Socialists and the discontented of all nations, at Sydney Mines, are applying or intend to apply for a Conciliation Board, for just what purpose is known only to themselves.

The Conciliation Board farce at Inverness was expected to be placed on the boards on last Saturday. There is expected to be a fine array of—legal—and Waters brand of talent.

The boiler equipment of the Nova Scotia Steel and Coal Co. at Sydney Mines is allowed to be the best in the province. That is saying much where there are so many up-to-date plants.

Two of the mining counties, Cape Breton and Cumberland, continue to show big increases in shipments, and two, Pictou and Inverness, show declines. These latter counties may not this year overtake the losses sustained the first half of the year, but next year they should come into their own.

The Nova Scotia Steel and Coal Co. are somewhat particular as to their enginehouses. They have one of the best looking in these parts, and what is better the engine runners take some pride in keeping the buildings spic. The engine at No. 4 has a miniature garden on the window sill. The engine house here however is second hand and not worth boasting about.

There was no American coal imported into either N. B., N. S., or P. E. I. during May. The imports into Quebec were 45,230 made up of 33,439 tons of Bituminous coal and 11,791 of bituminous dust. Twice the tons of round added to 11,791 dust make 45,230 of run o mine. This mode of mixing fleeces the Canadian Treasury out of, approximately \$4,500. Wide awake Americans; easy going Canadians.

It is reported that the old Clyde mine at Big Glace Bay is being pumped out. A number of areas in this locality are owned by parties called the 'A. C. Ross crowd.' The holders consider the areas valuable and place their value at a good round figure. The Big Glace Bay areas have had a chequered career; it is possible they may be at the dawn of a brighter day. Operators in the old days were hampered at the lack of capital sufficient to put the mine in good working order. The lack of shipping facilities also stood greatly in the way. A strong company might effect wonders.

From a steamer's deck boring is being prosecuted along the coast in front of the Dominion Coal Co.'s collieries at New Waterford. At first attempts were made to bore with a diamond drill but the motion of the steamer caused by the swell rendered operations difficult. A churn drill is now employed, and will serve the purpose intended which is to ascertain if the mastrres immediately covered by water are sound and solid. The company is bound to know what is before it and to take no chances of flooding through defective strata.

Around the Collieries.

The hotels at Sydney Mines are closed and better remain so if they cannot be run without a bar.

Mr D. H. McDougall Assistant Gen'l Manager of Dominion Steel and Coal has been in Wabana for the past fourteen days.

The Dominion Coal Co's. shipments for June constitute a record for monthly shipments. The increase over any previous month is about 30,000 tons. The best previous month was August, 1911, with shipments of 415,000 tons.

In reply to a criticism of the RECORD of the conduct of certain small politicians in Inverness, in connection with labor agitation, the local paper in that town replies "Bobbie". We admit the reply is irrefutable. However, so long as the Inverness paper does not call us 'Charley', and does not declare that we are entitled to a senatorship, which will never be forthcoming, no umbrage possibly can be taken.

Owing to the hole falling in when within forty feet or so of the lower seam, being looked for, boring at the Queen pit, Sydney Mines, has been discontinued. The drill will be removed within a short distance of the rise. It is possible that in the near future the Queen pit shaft may be utilized as part of a shaft to be sunk to the lowest seam. This will save some 350 feet of sinking, leaving some 700 feet to be sunk. A shaft here would give a splendid grip of the coal, though the first cost might be greater than driving a slope from the outcrop. The shaft also would render unnecessary more branch lines, as it would be on the main line and handy the principal sidings.

If the life of a wire rope counts in the economies of a colliery, then some of the C. B. mine men have to take a first course in the placing and keeping in proper place 'bottle jocks,' pulleys, and rollers. Neither of these is of the slightest use if the rope is given license to jump off or on or under as it suits it. This applies to the collieries, some of them, North as well as South. On a late visit the writer saw ropes at four collieries playing hide and seek with the pulleys and rollers. One roller on one side was worn to the bone. This, while proving that the rope ran true proves also that the pulley attendant was too busy to take a minute to reverse the roller. If a rope will go under an upright pulley, whether the banksman wills it or not, why not assist the upright with a horizontal pulley.

On Monday of last week, the Socialists, sickly U. M. W's, and certain skulking politicians, made a dead set at Sydney Mines in an effort to get a vote in favor of a conciliation board. They called a one days notice meeting. A company of the P. W. A. men went forth into the hall and gave them hail columbia. The battle was close and yet was a signal triumph for the P. W. A. 'Red shirted Jimmie,' the friend of the discontented of all nations, led the Socialists to defeat. He was carried from the field bruised and bleeding, that is, metaphorically speaking. To speak literally, Jimmie got an awful tongue trouncing, and ere the close of the meeting looked the rottenest banana in the

bunch. Of course the discontented may try it on again, but they are beaten and beaten badly, and are not likely, however pitiful their prayers, to secure the Board they crave for.

The Canadian Fairbanks-Morse Company Limited has secured the Canadian Agency for the Orenstein Arthur Koppel Co. of New York, Consulting Engineers and Manufacturers of portable railways, industrial railways, narrow gauge sidings, narrow gauge public railways, and railway equipment of all descriptions.

The works of the Orenstein-Arthur Koppel Company are located at Koppel, Pa. They have been in business thirty-five years and have built and developed industrial and narrow gauge railways of every description in all parts of the world. Their catalog No. 400 covers their line very comprehensively, a copy of which no doubt can be obtained from The Canadian Fairbanks Morse Co., Limited, of Montreal.

LABOR LEADERS AND STRIKES.

Strange things have happened in the social and political history of Great Britain, but perhaps nothing stranger than the declaration of war against strikes lately pronounced by Mr. Philip Snowden and Mr. Keir Hardie. Both these gentlemen have been associated with radical labor movements, and during the strikes which have kept the industrial life of the United Kingdom in a continuous turmoil during the last year or more they have given unequalled support to the cause of the strikers. Kingsley in 'Alton Locke' describes a strike of sixty years ago before labor was as much organized as it is to-day, and a very heroic and pathetic and yet effective thing it was. But the modern strike is of a different character. The strikes which have recently followed each other so thick and fast in the home lands have seemed to be imbued with the very essence of tyranny, have aimed at the destruction of the freedom of the individual worker, and have made direct attack upon the public welfare. Ordinary people saw very plainly that for all its sound and fury the strike was calculated to accomplish very little for the worker. They prophesied that any apparent advantages he might gain through such measures would prove to be only 'fairly gold,' and would vanish as soon as they saw the light. But he led on by their leaders the workers hurried from one extreme to another.

A couple of months ago, Mr. Keir Hardie, writing in the 'Socialist Review' while prophesying that the "next big strike will be, not only national, but international," acknowledged that "it is becoming increasingly true that the strike for improvement in industrial conditions is not going to solve the social problem." The strike, he said, can be used to supplement, but not to supplant, political action. "Before the working class can be free," says Mr. Hardie, "they must control the state, and the strike, apart from its educational value, does nothing to secure control of the state." "Parliament is therefore the citadel upon which the forces of democracy must concentrate their attack. A general strike against Liberalism and Toryism is the need of the hour. Every general rise in wages leads to a

rise in rent. The political strike is the only form of strike which is all gain and no loss. The strike, especially on a national scale, is a double-edged weapon to be used only occasionally, and then with care, whereas the vote can be used all the time, and is guaranteed to injure only the enemy.

With Mr. Lloyd George's Old Age Pensions, Industrial Insurance and other benefactions to the worker, and with many measures of social reform advocated by the younger Tories, it is not quite clear what Mr. Hardie hopes to gain by a 'strike against Liberalism and Toryism', except his programme be indicated by a clause in the same article which speaks of the nationalizing of the mines, the railways and other industrial undertakings. The main thing, however, is that Mr. Hardie and other leaders have at length perceived the fact that ways of violence do not pay, and are counselling the worker to use the constitutional means afforded by the possession of the ballot. It would be consistent on their part to advocate the principle of proportional representation, which is the only way to secure true efficacy of the ballot, especially in matters of reform. As to Mr. Hardie's Socialistic programme we do not think that it, any more than the strike, promises solution of industrial problems. Probably the means employed by Messrs. Cadbury, Mr. Rowntree, Messrs. Lever Brothers and an increasing number of employers will be most truly successful. The employers hold to the principle of 'noblesse oblige,' the workers co-operate with the employers, they both serve the public honestly and well, and so truly exemplify the classic motto of Socialism, 'Each for all, and all for each.'

A Lanarkshire colliery manager, Mr. James Allardyce Coalburn, at a meeting of the Scottish colliery managers, when the question of life-saving apparatus was under discussion, stated: "That in none of the explosions in which rescue appliances had been used had the apparatus fulfilled the function for which it was intended. So far as he knew, not a single life had been saved by the apparatus." This, from a prominent colliery manager, and one who knows what he is talking about, does not give much hope of such appliances in the meantime at least being of very much value in saving life during an underground disaster. There is perhaps more in Mr. Allardyce's statement than appears at first sight.

While not a single life has been saved, those who were using the apparatus endangered their own lives. This, at least, is the opinion of many who have seen life-saving appliances put to the test.

German Socialist tactics are helping the cause of temperance. The manifesto has gone forth: 'Workmen, give up schnapps!' Schnapps, a form of brandy, is charged with an excise duty, part of which, known as the 'love gift' is returned to the country distillers of brandy. This is really a concession to the junker class, the country squires, who are mighty men in German politics. In 1909 the Socialists issued a manifesto from Leipzig urging their followers to abstain from schnapps, and thus to cheat their enemies of part of their gain. The 'love-gift' is now greatly reduced in order to give the Government £1,500,000 a year to spend on building new battlements. The Socialists see in this all the more reason for not drinking, and hence their renewed appeal.

In one respect the record of West Virginia's coal production in 1911 stands out as a shining light—that is, in the exceptionally low percentage of coal shot off the solid. The returns show that practically 96 per cent. of the output was properly mined, either by hand or by machines; for 2,029,800 tons the mining methods in practice were not reported, and amount shot off the solid was only 526,295 tons, or a little more than one per cent. This is a record of which miners, operators, and mine-inspection service of the State Department of Mines may well be proud. If the methods of marketing and consuming West Virginia coal were as praiseworthy as methods employed in its production the mountain State would hold an enviable position in industrial progress.—Coal Trade Journal.

There is an inquiry in the market for 15,000 tons of steel rails for the Canadian Pacific and orders for Australian delivery for about 135,000 tons, all of which are expected to be placed this month. This will bring the railway purchases up to a new record, the total for the first five months of the year being 1,850,000 tons, which figure has been raised to more than 2,600,000 with the tonnage already placed during June.

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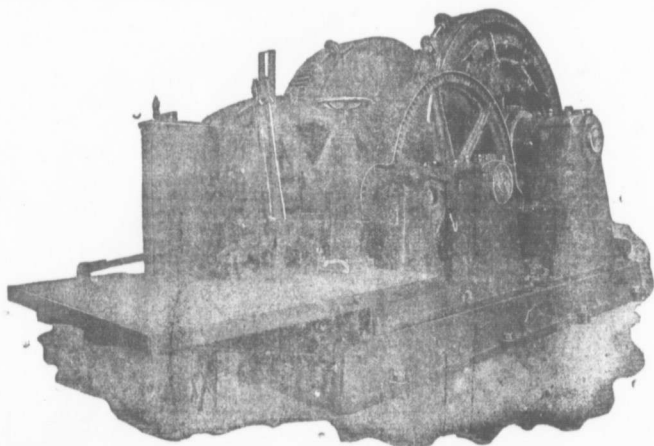
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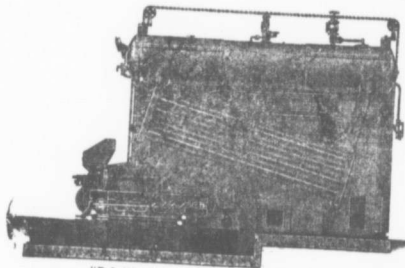
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53	51		54	52
P. M.	A. M.		P. M.	A. M.
8 20	10 40	P. TUPPER JUNCTION	9 45	11 05
8 25	10 55	INVERNESS JCT.	9 50	11 10
8 37	10 59	PORT HAWKESBURY	9 59	11 11
8 50	10 52		10 08	11 20
P. M.	10 07	PORT HASTINGS	10 13	A. M.
9 07		TROY	10 25	
9 14		ORRINGTON	10 35	
9 27		CRAIGMOIR	10 40	
9 38		JUDIQUE	10 55	
9 44		CATHERINE'S PASS	11 15	
8 4		PORT HOOD	11 31	
8 55		GLENSCOR	11 38	
8 59		MAROU	11 45	
9 00		GLENGYRE	11 50	
9 05		BLACK RIVER	11 55	
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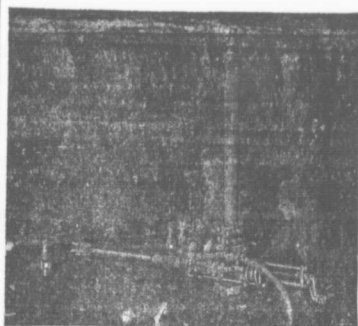
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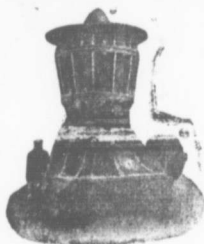
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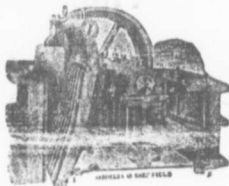
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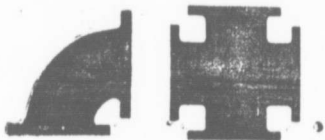
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