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City

Maritime Mining Record

NOV. 9 1910

DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

"DOMINION STEAM COAL,"

Gas Coal and Coal for Household Use
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12 Collieries
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OUTPUT:
3,500,000 tons Yearly

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

Shipping Piers equipped with modern machinery,
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-AT-

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

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

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M. J. Butler, C. M. G.

2nd. Vice-President, and Gen'l Manager.

Alexander Dick,

General Sales Agent.

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A. B. C. & A. 1 Codes Used

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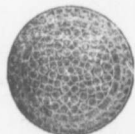
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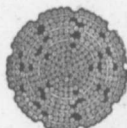
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DRAWERS OF all Sections **STEEL-WIRE.**
HIGH CLASS

for Ropes, Springs. Pianos, Needles, Fish-Hooks
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Blasting and Sporting Powder, Pellet and Grained Powder for Coal Mining.

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STELLARTON, NOVA SCOTIA.

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WIRE CLOTH
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WE SPECIALIZE IN MINER'S
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CANADA WIRE GOODS MFG. CO.
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—Manufacturers of—

GARLOCK PACKINGS

"Be sure you get the Genuine."

**Everything in PACKINGS,
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Used by Collieries in Lancashire, & Stafford-
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'XTERRA' COLLIERY LAMP OIL
For Marsaut, Mussole Deflector or Closed Lamp.

PURE WHITE FLAME. LOW PRICE.
E. WOLASTON, Dutton St. **MANGHESTE**
Sole Representatives for Canada, AUSTEN BROS.,
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Mine Hoisting Engine.

Cylinders 22 inches diameter, stroke
42 inches, about 900 horse power; double
drums 8 feet diameter, 5 feet wide.

Corliss valves, stern actuated clut-
ches and brakes The reversing gear,
throttle, brake and other levers are group-
ed at a central platform.

This Engine was completed within
the past few months, and is thoroughly
modern. Write for drawings, specifica-
tions, and photographs.

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FACTORY IN LACHINE, QUE.

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Such as Asbestos Cement for Covering Boilers, Steam Pipe Covering, Asbestos Roofing, Asbestos Packings, Paper and Millboards, Asbestos Building Lumber and Roofing Shingles, "Asbestine" Fireproof Cold Water Paint, Engineers' and Miners' supplies, Cotton Waste, Onkum, Flax Packing, Lace Leather, etc., etc. Write for Catalogue.

Try our "Gripoly" Solid Woven Belting.

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Steel Castings,
 Forgings,
 Springs,
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We make a Specialty of
Manganese Steel Castings for
MINING PURPOSES.

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SCREENS, SCREEN BARS, SCREENING PLANTS COMPLETE,
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 LET US SUBMIT PLANS AND ESTIMATES.

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Halifax, Nova Scotia.



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Titles direct from the Crown
At Moderate Royalties.

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

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

Minerals other than Gold and Silver.

—LICENSES TO SEARCH—

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

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

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

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CHRISTOPHER CHISHOLM

Commissioner of Public Works and Mines Halifax N. S.

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SECTIONAL
COVERING**

(NONVAS JACKETED)

FOR STEAM PIPES, ETC.



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

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

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

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Mining & Mill Supplies.

**Valves,
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**Boiler
Tubes,
Steel
Plates,
Angles,
Tees, etc.
SOLID DIE
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Steam Goods
—of every—
Description.

Iron Pipe for

Mining Purposes.

—Catalogues and Prices on Application.—

THOMAS ROBERTSON & CO.

—LIMITED.—

MONTREAL, QUE.

—Established 1852—

PRIESTLEYS' Mohairs and Lustres

Have Excellent Wearing Qualities

Will not Cockle with Rain. Best for

Spring and Summer Shirt Waist Suits.

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

Greenshields Limited, Sole Agents, Montreal, Canada.

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

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

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

ANOTHER GOLD MEDAL,
for excellence of display, awarded to
J. W. CUMMING & SON,
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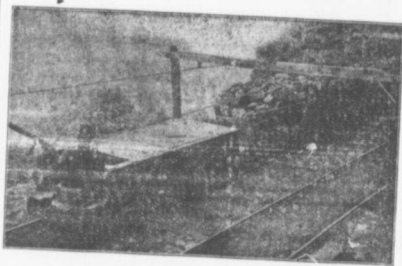
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“Speedy” Coal Boring Machines, “Acme” Ratchet Rock Boring Machines, Miners’ Tools, Copper Headed Stemmers Copper Pointed Needles, Miners’ Picks, Mauls, Wedges, and other mining appliances.

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 Maritime Coal, Railway & Power Co., Ltd., 200 pit tubs. So highly satisfactory was the work that the first order was, after receipt of the tubs, duplicated.

Jeffrey Locomotives



are necessary to maintain desired tonnage. Their superior design and construction is acknowledged by all operators familiar with their Mechanism.

Their Construction

Every detail is considered and all materials selected after thorough testing and careful inspection, our latest models represent the most practical Mine Locomotives on the market.

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if interested in modern methods of Mine Haulage.*

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MAIN OFFICE and WORKS: COLUMBUS, OHIO. TORONTO Office, 174 King Street E.

To the...

MARITIME MINING RECORD

Vol. 13, No. 9

Stellarton, N. S., Nov. 9 1910.

New Series

RECIPROCITY NUMBER.

The
COAL OPERATORS STANDPOINT.

This issue is devoted largely to the views on the Reciprocity question, submitted by the operators for the consideration of Hon. Mr. Fielding. A copy of Sir Montague Allan's statement did not reach us in time. The RECORD has secured Mr. C. J. Coll's views on the matter, and from these and those of Mr. Angus, a good case is made out for Pictou.

MR. PLUMMERS VIEWS.

1. Such support as a policy of reciprocity in coal has received in Canada appears to be based on the theory that the Nova Scotia collieries would secure a large market in New England to offset their loss of trade in Quebec and Ontario. It is assumed that the policy could not possibly be discussed except on this theory.

2. The free access to the United States markets which the Nova Scotia collieries would gain under reciprocity would, however, be an almost empty privilege.

The coal trade in Boston and New England has in recent years been revolutionized by important developments in the mining and transportation of coal. The conditions which formerly existed have entirely changed, and the ability of the Nova Scotia collieries to find a market there has steadily decreased.

The developments have been general but are most marked in the West Virginia coal fields, whose products reach the seaboard at about the same distance from Boston as Louisburg. By the construction and equipment of railways, steamers, loading and discharging plants, and other transportation facilities, of the most modern and most economical type, at an enormous cost, the West Virginia mines have gained a strong hold on the New England market. These developments still continue, and the cost of production and transportation may be further lessened.

The consolidation of the New England railroads has also affected the situation. Their enormous trade of 5,000,000 tons a year all goes into American channels, and so far as the supply of coal by rail is concerned, their influence cannot but be entirely in favor of American coal.

3. Nova Scotia coals are generally excellent steam coals, but those from West Virginia are less volatile and are freer from sulphur; they are in fact of a different class, make less smoke, and are generally more de-

sirable. The appliances installed by the large consumers are adapted to the use of this coal, and they cannot, without inconvenience and expense, use Nova Scotia coal, which debars us from their trade.

4. Notwithstanding our efforts to sell coal in New England, our shipments have been steadily decreasing, and even with concessions in price equal to the amount of duty, we have recently found that we could not secure contracts. We made strenuous efforts to place coal in New England during the past year, chiefly to provide steadier employment for our men during the winter months, and were willing to work on a very small margin of profit, but were entirely unsuccessful.

5. These conditions arising out of the natural development of the trade are in themselves conclusive, but, in addition, an absolute bar to the sale of our coal has been created by the legislation passed by the State of Massachusetts in June last to abate the smoke nuisance. By this legislation the State has practically closed its doors against Nova Scotia coal, the terms of the Act, which is supplemented by local regulations elsewhere, as at Springfield and Worcester, preclude the use of the high volatile Nova Scotia coals in the chief New England markets, except under conditions which are commercially unattainable.

6. So far as we can judge, reciprocity would give us nothing tangible to make up for the loss of other markets, and would lead directly to a decrease of production. It might be that with a lessened production of coal throughout the province, labor would be more plentiful, wages lower and supplies cheaper, and that the collieries capable of being most economically worked might thereby be able to avert the more serious consequences, but this would merely place the burden on other shoulders.

7. It is scarcely necessary that we should refer to the effect on the province of Nova Scotia, on the provincial revenue from royalties on coal; on the miners and other workmen; on the trade of the province, both internal and with other provinces. The large coal-carrying trade on the St. Lawrence would be curtailed, and its benefits to the ports on the St. Lawrence and in Nova Scotia correspondingly decreased.

8. Several objections of a practical nature may be briefly stated:

(a) There are obvious disadvantages inherent in a terminable arrangement; they cannot be eliminated, and a long term agreement would only defer them. During the period of reciprocity new and cheaper lines of carriage would be developed, new business connec-

tions and alliances built up; consumers would become used to and provide appliances for different class of coal, etc. All these conditions would be the more developed as the period is lengthened; they would make the recovery of our lost markets very difficult, and tend to perpetuate the control of our markets by the American coal mines.

The lack of permanency would also affect the installation of the facilities for handling coal, without which the Nova Scotia collieries could not hope to enter the New England market. Wharves, discharging plants, railroad connections, etc., would involve a heavy investment of capital, which would be imprudent under a terminable arrangement, even if the other conditions would justify it.

(b) It must be expected that our American competitors will join with the railways and others to hold the home market; such an alliance would be more effective now than at any time in the history of the trade, because of the conditions referred to above.

(c) The mere removal of the duty would not place us on equal terms; we should be in a foreign market, with everyone who could be moved by patriotic, local or interested motives, working against us.

(d) As regards the Anti-Smoke legislation, which in itself seems to put the question of reciprocity outside the possibility of discussion, it may be argued that reciprocity would lead to a modification of the law, but the State Legislature and the Municipal authorities are not controlled by the Federal Government, and we see every reason to look for a wider application of the principle rather than the reverse. It appeals to the ordinary American citizen as a distinct advance in civic conditions, which incidentally supports a home product, and he would be strongly influenced by both considerations.

9 This memorandum expresses the views of this Company only, and does not assume to speak for others, but the judgement expressed above as to the disadvantages of reciprocity to the Nova Scotia collieries is concurred in by producers of ninety per cent. of the coal mined in the province.

Some general considerations bearing on the question are set out in an appendix in further support of our views, and the whole is respectfully submitted for the consideration of the government.

APPENDIX.

3 The foregoing Memorandum is directed to the situation as more particularly affecting Nova Scotia, but if our belief as to the effect of reciprocity in that province is well founded, it is fair to ask whether the conditions elsewhere call for such a sacrifice of Nova Scotia's interests.

2. So far as we are aware no objection to the continuance of a duty on coal exists in the province of Quebec, except of the most limited character.

Objection is said to exist in the province of Ontario, which province largely benefits by the demand for machinery, food supplies, etc., created by the coal industries in Nova Scotia, and by the iron and steel industries which depend on and are bound up with them. The following comments on the position of purchasers of coal in Ontario are therefore respectfully submitted:

(a) The manufacturers of Ontario are not handicapped in their manufacturing costs by the duty; the cost of coal to them, duty paid, is about the same as to

their Eastern competitors. In the case of slack coal, which they use largely, the duty is so low that its removal would have no material effect.

(5) No tax is more fairly distributed. Manufacturers add it to their costs and prices, and in theory, if it were removed the saving should go to their customers. Railways add it to their passenger and freight rates, and, theoretically again, if the duty were removed their rates should be reduced by precisely an equivalent amount as the tariffs approved by the Railway Commission are based on the current cost of operation.

(c) It may be doubted the price of coal in Ontario, if duty would decrease the price of anthracite. It is true had not that effect in the case of bituminous coal, but that there is more competition in bituminous coal, but the business of mining soft coal in some of the districts which supply Ontario is known to be in a very unsatisfactory state, and carried on without a reasonable profit, and it may, therefore, be expected, with the removal of the duty, the mine owners would try to hold the market at current prices, it would be entirely within their control, and the Canadian consumer would be helpless against any combination that might be formed.

(d) The coal industry of Nova Scotia, with the iron and steel industries which directly depend on it, furnish the chief exports from the province to other parts of Canada, and are the foundation, in turn, of large purchases made by Nova Scotia from the Western Provinces. The volume of this trade is unquestionably very great and it is secured to the farmers and manufacturers of Ontario and Quebec by the tariff, and the cost of these imports is relatively high, and

The cost of these imports is relatively high, and the prevailing wages paid to miners and steel workers are also high, due chiefly to the high cost of living. These conditions are accepted as equitable under a fiscal policy which seeks to protect all parts of Canada alike, but the same consideration requires that no changes which would disturb the general peace of trade, or injure one province to benefit another, should be considered.

3. The importance of the industry to the province of Nova Scotia is very great. Its entire revenue in 1908 amounted in round figures to \$1,783,400, of which \$616,900 was derived from royalties on coal. The proportion was somewhat smaller in 1909 because of labor troubles.

In 1907 the coal mining companies in Nova Scotia paid out for labor and supplies a sum slightly exceeding \$10,000,000; this is based on the actual figures furnished by the various companies. The amounts paid out by the iron and steel manufacturers whose ultimate prosperity is bound up with that of the coal companies, would not fall much short of the same amount.

4. A comparison of labor conditions may fitly be made. In the Eastern and Southern coal mining districts of the United States a large number of foreigners and negroes are employed, and from this and other causes the cost of mining as compared with Nova Scotia is much lower.

The men employed in the Nova Scotia collieries are of an excellent class, they are, as a whole, very well paid, their standard of living is high, and the provisions for their safety and comfort are far beyond what is customary in the United States. The mining laws

(Continued on page 14)

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.

November 9

THE RETIREMENT OF J. R. COWANS

To many, or at least to some, the announcement of Mr. J. R. Cowans' retirement from the active and direct management of the Springhill collieries did not come as a matter of much surprise. These knew that such retirement was in contemplation for the past two or three years, and was only postponed by the desire of Mr. Cowans to leave the collieries in that state of efficiency which would place them in the first rank as regards plant, machinery, and general equipment. Circumstances compel him to leave Springhill at a time when the collieries are slowly, yet surely recovering from a long continued strike of the workmen. Certain papers may view with equanimity Mr. Cowans' departure. Their solution of the labor troubles was for Mr. Cowans to retire, and for certain workmen to retire at the same time. After that there would be peace in Springhill. Those who hold such an idea do not know Springhill. The question has been asked: 'How is there trouble so frequently at Springhill?' The answer is: 'Because there is not another colliery in the province like it.' Conditions are different and harder. In almost every mine there are two sides, North and South side, and it is a peculiarity of Nova Scotia mines that the two sides are not wholly similar. One side is harder to mine than the other. Take Sydney Mines for instance. Years ago, at certain intervals, there was a 'cable', that is, a drawing of lots to see who was to go to the North side and who to the South. Both sides were paid the same, but one side was a snap compared with the other. Throughout the pit the same work was paid at the same rate. At Springhill there were not two sides merely, but a balance differed in working conditions from its next neighbor, and more than that the places in a balance differed from each other. It was these differences in places that made Springhill so hard to manage, and which caused ceaseless and aggravating annoyances. The management had a hard time of it. Let me illustrate. The two upper places in a balance were paid two cents a box more than the lower on the plea of the men that they were hard to work. The men in the lower places heard of the concession and put in the plea that their places also were very hard. The concession was extended to them. A day or two after, while two men in a lower place were hard at work holing, the one was overheard to say to the other: "Man—does'nt she cut like

cheese." If the management grew suspicious, and hard of hearing perhaps it is not to be wondered at. Mr. Cowans did splendid work in bringing the collieries into shape, and no doubt his one regret is that he is forced to leave them in the present unsatisfactory condition. He will remove to Montreal the latter part of this month. All the operators of the province will regret his going, as he was held by them in the highest esteem, as a gentleman of unquestioned probity and fair dealing. In his business relations with other mine men he did not resort to subterfuge, but played the game. And this is what is said by one and all. The writer had long relations with Mr. Cowans in matters affecting labor, and can testify to his invariable urbanity. Had he any failings? Yes, one at least, and yet it was a failing that lent to virtue's side. He was over loyal to his staff. What they said, he was inclined to at all times regard as gospel, and forthwith proceeded to make it law reversing a little the order of things. While a rigid disciplinarian, he was kind and true to the offenceless. In common with all those who had relations with him, business or social, the RECORD joins in wishing Mr. Cowans and family all happiness in their new sphere, and in regretting that he is leaving us, and making a blank which may never be filled.

THE PRICE OF COAL IN C. B. AND B. C.

What the marvelous emancipator of the workmen of Giace Bay and vicinity does not know about the coal trade, would, to use a common formula, fill a book. Mr. Jas. B. McLachlan is one of those queer characters, who, the less they know of a subject the more they spout about it. James is also one of the kind who are long in conceit and short in knowledge. The following are some of Mr. McLachlan's reflections on the profits of the coal barons, and the poverty of the coal workers:

"We will give in parallel columns from these two tables the prices obtained the first day of each month for the years 1901 and 1909 in each of the above named markets, and we ask you, Mr. Nova Scotia mine worker, to try and answer the question to yourself, why you are paid so much less than the fellows in British Columbia if it is not the direct result of your half organized condition?"

Price per net ton, F. O. B. at the mines on the first day of each market month. Montreal on first market day of each market month. Quotations supplied by Crow's Nest Pass Coal Co., Limited. Price per net ton of 2,000 pounds on wharf at Montreal. Quotations supplied by large wholesaler at Montreal.

1901	1909	1901	1908
\$1 73	\$2 04	January \$3 30	\$3 88
1 74	2 07	February 3 30	3 88
1 77	2 07	March 3 30	3 88
1 77	2 03	April 3 30	3 88
1 78	2 04	May 3 57	3 43
1 81	2 07	June 3 57	3 43
1 77	2 13	July 3 57	3 43
1 80	2 14	August 3 57	3 43
1 78	2 21	September 3 57	3 43
1 76	2 21	October 3 57	3 43
1 82	2 23	November 3 57	3 43
1 88	2 21	December 3 79	3 70
\$1 78	\$2 12	Average \$3 49	\$3 60

Read carefully over again the prices obtained for your product and compare them with the prices obtained in B. C., where the men are well organized, and as a result their wages are from 50 to 75 per cent, higher than yours.

You will notice that the British Columbia prices are the rates obtained at the mines. If you deduct the cost of shipping from Glace Bay to Montreal from the Montreal wholesaler's rates, the result will be the price obtained at the mines in Glace Bay.

During the late coal conspiracy trial held in Halifax, the Dominion Coal Company's sales agent, on his oath, said that it cost that company, in the month of September, 1909, \$1.28 per ton to ship coal from Glace Bay to Halifax. Official after official of the coal companies got on the stand in that case and swore that one of the reasons the price of coal was higher in Halifax than Montreal was because it cost more to ship coal there than to Montreal on account of the better facilities at Montreal for handling coal. But let us grant that it costs as much to ship coal to Montreal as it does to Halifax, and deduct \$1.28 from the average given by the Montreal wholesaler in the year 1901, and it will follow that the Dominion Coal Co. was receiving at the mine that year \$2.21, or 43 cents more for their coal than the Crow's Nest Pass Coal Company, who was paying far higher wages."

Take notice first of all that the prices given in Montreal are not the shippers but the wholesale merchants prices. And notice also that Mr. McLachlan in his utter unfamiliarity with the trade, assumes that the only difference between the f. o. b. price and the price delivered is that of freight. Did this tender of men ever hear of Trinity dues or Sisk Mariners' Fund, or pilotage or discharging, or wharfage or the numerous other little things that swell costs of transportation. Does he know that wholesale merchants are not allowed to make a dumping ground of the Montreal wharves, and that they must cart it to their yards at a cost of from thirty to fifty cents a ton, and did he ever hear tell of a wholesale merchant who did not claim to be entitled to some little profit, say ten cents a ton. We have figures to show that the little charges on a cargo of coal to Montreal, exclusive of the hire of the steamer, equaled fifty cents a ton, and neither cartage nor wholesale dealers' profits included. Taking Mr. McLachlan's formula as a guide, 50 cents added to freight \$1.28 equal to \$1.78 deducted from \$3.49 and we have the Nova Scotia price seven cents lower than the B. C. price. In fairness we must add cartage to the wholesaler's yard, and the dealers' profits, both combined, at least forty cents and we have the Nova Scotia price forty-seven cents less than that of B. C. If Mr. McLachlan exercises due diligence he may find out something as to costs of transportation that he never dreamed of.

To what we have written it may be retorted, "But Mr. Dicks' \$1.28 included all transportation charges." Very well, let that be assumed. Mr. Dicks' figures, for certain, did not include cartage nor profit, nor indeed any of the charges after discharging, expenses consequent on the coal having been sold, delivered. These expenses may be put down at 55 cents. Add this to \$1.28 and we have \$1.83, which deducted from the 1901 price gives \$1.06 as the price realized by the N. S. shippers as against \$1.78 received by the B. C. opera-

tors.

Let the matter be put still plainer so that in one or other of its aspects it may come within the comprehension of the none too bright would be righter of wrongs. His friend, Mr. Milner, with whom he was chummy—sub rosa—during the coal conspiracy trial in Halifax, has time and again asserted that the price of the coal sold to the big railways was in the vicinity of, or was actually, \$2.90 a ton. These railways are, by far, the largest customers of the Dominion Coal Co., the company, which above all other things, causes the emancipator to travail and groan. From Mr. Milner's figures, \$2.90, let \$1.28 transportation charges, and thirty-five cents staff and incidental charges be deducted, and the remainder is \$1.63, which deducted from \$2.90 leaves \$1.27 as the f. o. b. price received by the Dominion Coal Co., as against \$1.78 received by the Crow's Nest Co., a difference of 51 cents. If the Dominion Coal Co. could get the Crow's Nest Pass price, it could afford to pay the high rates quoted as paid in B. C. Of course Mr. Milner's figures are incorrect. He was quoted so that it might be made clear that in certain would be authorities in Halifax or in Glace Bay scarcely know the a b c of the coal question.

DEFAMING NOVA SCOTIA AND HER MINERS.

The old saying has it "Put a beggar on horseback and he will ride to —", where a correspondent of the Mine Workers Journal is fast hurrying. It is really pitiful to see a man, who was afforded facilities in Nova Scotia to emerge from the degradation and squalor in which his lot was cast in another country, turn round and vilify the agency through which help and material prosperity came to him. In the United Mine Workers Journal such an one thus vilifies the miners and mine bosses of Nova Scotia:

"Low wages, debt in the company's store, and because of these never a cent coming out of the pay office is the lot of hundreds of mine workers in Nova Scotia. Every miners' meeting, whether P. W. A. or U. M. W. of A. is deluged continually with solicitations for help from the unprovided human wrecks of the coal mines. The mine workers of this province are not only unable to provide themselves with the current necessities of life, but if they would hold their miserable jobs they must learn to keep their mouths shut at the dictates of the boss. The man who has the pluck to stand up among his fellows and advocate any trade union not approved of by his employer shall do so at the peril of having sentence of death by starvation passed upon him and his family. Our 'captains of industry' who never tire in their hypocritical ravings about 'individual initiative' demand that their every employee shall be docile, obedient and tractable to all their wishes, especially in regard to trade union matters. Bend or break is the doom of every manly man employed in or around the mines.

The insatiable greed for dividends is grinding the manhood out of the Nova Scotia mine workers and has forced their wages away below that of any other of their class who make any pretence to organized effort on this sentiment. This little article is written to show them how they are robbed in order to provide large profits for

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AROUND THE COLLIERIES.

The probability is that Mr. Cowans and family will remove to Montreal towards the end of the month.

The Directors of the Acadia Coal Co. have been in Stellarton this week, sizing up the situation and formulating plans.

The Allan Sinks are coming into their own. The output is increasing. If the men are available there will be nothing to prevent an output of 750 tons a day in January.

Mr. Plummer says arrangements have been made for big sales of coal the coming winter, while the local press say the collieries may suffer from "slack times." The RECORD accepts Mr. Plummer as the best authority.

There have been a few changes at the Dominion Coal Co.'s collieries, consequent on the removal by death of Mr. Absalom Beaton, who so faithfully overlooked Dom. No. 2. It is announced that Alex. S. McNeil takes No. 5, McKay No. 9, and Ml. McIntosh, International. Mr. Pendergast also has been promoted.

Mr. J. R. Sharp of West Virginia is now the operating manager of the Springhill collieries. The troubles at these collieries shall not now be long of being satisfactorily settled. Mr. Sharp comes from a district where there never has been serious difficulty between the operators and the United Mine Workers. Mr. Sharp knows how to treat the members of that order, so that things may run smoothly and without friction. It is to be presumed that the same successful treatment he accorded them in Virginia will characterize his management at Springhill. The RECORD says welcome and God speed.

The following from the North Sydney Herald gives Mr. McLachlan, the Glace Bay emancipator the chance of his life time. It is to be hoped Mr. McLachlan will not let this opportunity pass of showing his single mindedness. McKenzie will have no soft snap. If Jimmie blows on the platform as furiously as he does in the press, the blue 'doves' proceeding from his mouth, he will show him up in his true character, the building will speedily fill with gas, and the people, including Mr. McKenzie, will be glad to run for their lives:

"Mr. Neil C. McKenzie, at one time a leading member of Branch No. 26 of the United Mine Workers of America, has issued a little pamphlet dealing with the history of that organization, and of course has brought upon his head all manner of criticism. Mr. McKenzie is ready and willing to meet either of the Grand Officers of the U. M. W., when officially notified to do so. Up to the present moment Mr. McKenzie has not received an official announcement to meet any of the leaders, all rumor to the contrary. If the U. M. W. leaders wish to hear from Mr. McKenzie they can find him by post office address."

The statements of Presidents Plummer, Harris, Sir Montague Allan, and Vice-Pres. Angus, in reference to reciprocity in coal, and also Mr. Drummond's views, have been published in pamphlet form for distribution.

There will be no reciprocity in coal. Help to the coal trade has come from an unlooked for source. In a letter to the Halifax Herald, Mr. Jas. B. McLachlan, the high cocklerorum of the discontented from other countries, says in his usual flamboyant and lurid style: "Personally, I am opposed to it." That settles it and the operators may save themselves further bother and anxiety. However much the Finance Minister would like to please the Free Coal League, the big railways and the American settlers in the North West, and gritty though he be, he is scarcely fool hardy enough to run in the face of Mr. McLachlan's expressed predilection—by inference.

The Sydney Post of the 4th. inst. says: "Active steps to counteract the Western movement for the removal of the coal duties were taken by the Century Club yesterday when at a meeting of the executive it was decided to ask Mayor Gunn to call a public meeting to consider the question. While the date is not yet definitely fixed, it is expected that the meeting will take place next Thursday night and that the Lyceum will be secured for the purpose. All the other Cape Breton municipalities will be invited to send representatives to the meeting and a common ground of action will be decided on as it is felt that in an issue of such importance all Cape Breton should unite on the question. All Cape Breton has become very deeply interested in this question and it is expected that the meeting will be a crowded one.

The resolution following, or one similar to it, has been unanimously passed by several of the C. B. P. W. A. lodges, and will be passed by all of them in due time:

"Whereas, it is the opinion of this meeting, that the coal trade of Nova Scotia has been firmly established and made prosperous by the coal duties imposed upon American bituminous coal; and whereas, during the last three years the importation of American coal into Quebec has risen from 3.6 per cent. to 22.3 per cent. in the face of the duty imposed by Canada, while Nova Scotia coal sales have been greatly reduced in the New England markets.

Be it hereby resolved, that this meeting after discussing the coal trade of Nova Scotia, and finding it fairly satisfactory, do place ourselves on record against any lowering of the coal duties, and against the entrance of free American bituminous coal into Canada, as we believe lower coal duties or free coal would tend to destroy the coal industry of the Province of Nova Scotia by opening up a large part of the Canadian territory to American coal, which territory during the last three years has been rapidly invaded by the coal operators of the United States.

Further resolved, that a copy of this resolution be forwarded to the Provincial Government at Halifax, and to the Federal Government at Ottawa.

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their employers, and, if possible, get them into one organization that is strong enough to defend themselves, their wives and children from the heartless rapacity of professional dividend hunters."

The venom in the above affords all the proof necessary of the chagrin felt by the U. M. W. leaders over their utter defeat in the late prolonged strike in Cape Breton. In the face of their utter rout they are bereft of reason. Glimpse again at the accusations hurled at the miners of Nova Scotia. Summarized they are:

The miners of Nova Scotia are thriftless.

They are poverty stricken wretches.

Hundreds of them have to beg weekly for a dole from their fellows.

Hundreds of them are unprovided human wrecks.

The miners of the province cannot provide themselves with the necessities of life.

They are a cringing, servile, and soulless lot.

They have no manhood; they are dumb like sheep in the hands of shearers, and are void of pluck and spirit.

And of the mine operators the foul gas bag says:

They are dictators, and tyrants and hypocrites.

They are wolves, insatiably greedy, of dividends.

They are brazen faced robbers.

They are rapacious and heartless hounds, and mark well the operators and bosses assume these inhuman and hellish shapes so that they may secure for the shareholders, in the case of the Dominion Coal Co. a four per cent. dividend, in the case of the Nova Scotia Steel & Coal Co. 5 per cent.; in that of the Intercolonial Coal Co. 5 per cent.; in that of the Acadia Coal Co. not a centum; and in that of the Inverness Co. barely sufficient to pay interest on the bonds. Yes, and not even that in the case of one or two other companies.

RECIPROCITY

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(MR. PLUMMER.)

of Nova Scotia are as advanced in this respect as in any country in the world, and the coal companies find it to their interest as well as their duty to carry them out faithfully.

We respectfully submit that the difference in labor conditions should be considered when a proposal to wipe out our tariff protection is under discussion. The laws of the province respecting mining, the general influence of our Canadian standards, and the character of the population which supplies the greater part of our labor, make it impossible for us, even if we were willing, to use the cheap labor which our competitors are able to employ.

R. E. HARRIS' STATEMENT.

In view of recent articles appearing in the Toronto Globe upon the subject of Reciprocity in Coal and the intimation that you are shortly to meet Representatives of the United States Government to discuss the subject of Reciprocity between the two countries, it is, we trust, unnecessary to apologize for writing you upon a subject of so much importance to Nova Scotia.

There is at the present time invested in the Coal Industry of this Province, we estimate, not less than \$40,000,000 to \$50,000,000, and the Companies interested pay out for labor and supplies annually upwards of \$10,000,000.

According to the Reports of the Department of Mines, (Canada) for 1908, there were in that year about 17,000 men and boys employed in and about the Coal Mines of Nova Scotia. Last year, owing to strikes, this number was reduced somewhat, but at the present time the number cannot be less than 17,000.

Making due allowance for the boys (who constitute only about 1000 of the total number of employees) it will be seen that we are safely within the mark in saying that not less than 50,000 persons live today in Nova Scotia, solely, and only because of the employment afforded by its coal mines.

There are to-day approximately 6,000 men employed in the Iron and Steel industries of Nova Scotia. This represents a population of say 30,000 more who are also dependent upon the operation of the coal mines.

We say this because cheap fuel is necessary for the operation of the Steel and Iron Companies of Nova Scotia, i. e., slack coal for the production of coke.

With a total production of approximately 4,000,000 tons of coal in Cape Breton County (where two of the three steel plants are situate) there is only about sufficient slack coal to keep these steel plants in operation.

While aware that some slack coal is shipped to Boston, we do not take it into consideration, because, first, the quantity is comparatively small; secondly, it is a diminishing quantity and likely to soon cease entirely; and, thirdly, it will soon be more than offset by the increased consumption of the Steel Companies.

In other words, if these coal mines annually produce less than about 4,000,000 tons of coal, the plants cannot obtain the necessary slack coal to keep them in operation. It must be conceded that the Coal Companies cannot produce the slack coal at a cheap rate unless they have a profitable market for large coal. If therefore the market for large coal is lost, it means not only the closing of the coal mines, but the ruin of the Steel Industries.

Out of the Provincial Revenue for 1908, of \$1,783,400, the Coal Royalties produced \$616,900.

Nova Scotia without her Iron and Coal Industries, and the other industries closely allied with, and to a large extent dependent upon them, would lose one-third of its revenue and one fifth of its population, and in a few years become a small community, consisting principally of farmers and fisherman, producing little more than sufficient for their own wants, and with only a very limited market for any of their surplus products.

Being convinced that Reciprocity in Coal with the United States means practically the destruction of the Coal Mining Industry of Nova Scotia, with all the conditions referred to, we are impelled to write you on this occasion.

We take it as a foregone conclusion that the present Government, or any other Government in Canada to-day, would extend to Great Britain the same privileges given to the United States. In other words, free coal from the United States would mean free coal from Great Britain.

If so, the Coal Miners of Nova Scotia must compete with not only American coal, but coal brought from

Great Britain at ballast rates by the freight steamers returning to Montreal, Quebec, St. John, Halifax and other ports.

It may possibly be suggested that the free admission of coal from the United States does not necessarily mean free coal from Great Britain, and we therefore propose to discuss the subject upon the supposition that coal from Great Britain will not be admitted free, only pointing out, however, that if it is admitted (as we believe it must if American coal is admitted free) that the destruction of the Nova Scotia Coal industry will be accomplished in a shorter time and will be made more complete thereby.

The principal market to-day for the coal of Nova Scotia, apart from slack coal, is on the St. Lawrence River. The Coal Companies have spent upwards of \$2,000,000 in discharging plants at Montreal, Quebec, and Three Rivers, and the St. Lawrence trade absolutely necessary to the existence of the industry.

The total sales of Coal in the Provinces of Quebec, New Brunswick, Nova Scotia and P. E. Island, for the years 1906, 1907, 1908 and 1909, are shown by the annexed table prepared by Mr. Hiram Donkin, Deputy Commissioner of Mines for the Province of Nova Scotia.

It will be noticed by this table that the United States mines furnished 3.6 per cent in 1906, 12.6 per cent in 1907, 22.6 per cent in 1908 of all the bituminous coal used in the Province of Quebec, while during the same period the proportion of the total consumption of coal in the Province of Quebec supplied by Nova Scotia declined from 71.4 per cent 1906 to 57.7 per cent in 1909—being a decrease of about 15 per cent.

If the coal producers of the United States were able to make such inroads upon the sales of Nova Scotia coal, notwithstanding the duty of 60 cents per ton, can there be any doubt about their taking practically the whole of this trade if the duty is removed?

We think we are well within the mark in saying that the average profit made by the Coal Companies doing business in Nova Scotia during the last five years was less than thirty cents per ton, or one-half the amount of the duty. In view of these facts, is it not certain that the St. Lawrence market must be lost to Nova Scotia if the United States bituminous coal is admitted free? The question does not seem to admit of argument.

But it may be said that Nova Scotia coal can be sent to the United States and that we will gain a larger market for the loss of the smaller. For the present let us have out of consideration the loss that the Coal Companies must sustain on their discharging plants on the St. Lawrence River, the enormous expenditure they must make for such plants in New England, the time necessary to work up a new business in a foreign country, and the disorganization and loss of business in the meantime, and proceed to discuss the question as to the possibility of Nova Scotia coal obtaining a market in the United States.

That our coal cannot be profitably marketed in New England is evident for the following reasons:

1st. There would be a prejudice against it on account of its volatile and sulphur contents, being higher than the better grades of United States bituminous coal.

There is always a prejudice against using a new coal. It takes time to educate firemen to use it to the best advantage, and changes must be made in boiler, and furnace grates, etc. For these and other reasons,

we are assured that we must accept from 30 cents to 50 cents per ton less for our coal than the selling price of United States coal in the same market, it indeed we could hope to sell it at all.

2nd. Pennsylvania, Maryland, Virginia and West Virginia, the states supplying the bulk of the coal sold in New England, produce from 150,000,000 to 180,000,000 tons annually, as against about 5,000,000 tons produced by Nova Scotia. They have had the New England market for years, and it is not reasonable to suppose they will yield it to us without a struggle. They would without doubt fight the admission of Nova Scotia coal by a reduction of price, and in every other way possible.

During a recent visit of our Coal Sales Agents to the New England markets, they saw Pennsylvania coal sold in Boston at \$2.70 per ton free alongside vessel. They were told that the best grades of Nova Scotia coal could not be sold in New England markets except at a reduction of from 30 cents to 50 cents per ton from the price of American coal, owing to reasons already referred to.

It is possible that some few schooner loads of coal might be sent to some of the Maine ports but this trade would be of trifling importance in comparison with the enormous loss elsewhere.

3rd. The Railway Companies of the United States have spent millions on their roads and equipment for the purpose of hauling the United States coal.

They want the "long haul" from the Pennsylvania and Virginia mines to the New England market.

They will not haul Nova Scotia coal a short distance from the American seaboard to the inland towns and cities at any fair rate or at any rate that will enable us to capture any of their inland trade. Will they not fight us in every way to hold the long haul which gives them their big freights and in preparing to handle which they have spent so much?

In other words, is it not certain that we will have to encounter the active opposition of not only the wealthy Coal Companies but the wealthy Railway Companies in addition to the patriotic inclinations as well as the prejudices of the consumer?

With such conditions, successful competition in the New England market is hopeless.

There are two other considerations affecting the admission of Nova Scotia coal into the New England market that should be referred to.

(a) With regard to the necessity of discharging plants: Coal cannot to-day be successfully marketed unless cheaply transported. It cannot be cheaply transported except in large steamers of 6,000 to 13,000 tons capacity, and such boats must be discharged quickly, otherwise they cannot be profitably employed. Every hour spent in discharging means an addition to the freight and therefore costly discharging plants are absolutely necessary. There are no less than eight such plants used by the Nova Scotia Collieries at Montreal, Quebec and Three Rivers.

To acquire suitable locations in Boston, Portland and other New England centres and erect the necessary discharging plants would cost not less than \$3,000,000.

It would take at least two years to learn where the suitable locations are, and erect the plants.

How many Companies engaged in the Coal business in Nova Scotia have the necessary capital to undertake this expenditure? Possibly one. In any case, not more than two.

Would they have the necessary courage (assuming they have the capital) to spend so large an amount in a business surrounded by so many uncertainties and with so little promise of profit?

What about the business of these Companies during the time which would elapse before they could get the necessary equipment?

What about the Companies who have neither the capital to expend nor the quantity of coal to market, which would warrant such an expenditure?

On the other hand, American coal is brought to Quebec Province by rail and barges, and the American colliery owners already have the facilities for reaching the St. Lawrence market, and they would secure that trade without any special expenditure to speak of.

(b) Another consideration affecting this matter which should be referred to is the Act passed by the Legislature of Mass. in 1910 relating to the Smoke Nuisance. Its effects would be to prohibit the use of Nova Scotia coal in Boston, Cambridge, Somerville, Everett, Chelsea, Brookline, also in Springfield and Worcester where similar results have been accomplished by local regulations. These are the cities which consume a large percentage of the bituminous coal in New England. What would there be to prevent the Legislatures of the various States, or other cities by local regulations, from extending the prohibited territory so as to cover the rest of New England?

It may be said that to do so would be a breach of faith. But we cannot forget that the American Federal Government imposed a tax on packages containing free fish under a former treaty, while in this case the Federal Government would not need to act, leaving the regulations to be made by the State Legislatures or Civil authorities, and would thus always plead lack of jurisdiction.

The foregoing are surely good reasons for concluding that the St. Lawrence market would be lost and the New England market would not be gained for Nova Scotia, if bituminous coal is admitted free from the United States.

Some American bituminous coal even to-day finds its way into New Brunswick and Nova Scotia, and it is certain that British coal would be brought to both Provinces if coal from Great Britain is also free. With free coal the small amount of trade which would be left to Nova Scotia would not be sufficient to keep one Company in full operation.

Can the importance of this matter be over estimated? The enormous loss of capital, the throwing of so many people out of employment, the loss of population, the disorganization of trade and the consequent ruin to so many people, the loss of Provincial revenue, and the other inevitable results, are too serious to contemplate.

But let us see whether there is any compensating advantage to be gained by Canada as a whole.

It is suggested that Quebec and Ontario would get cheaper bituminous coal.

This is a fallacy, and without foundation, as past history abundantly proves.

What happened to Canada when the duty was taken off Anthracite Coal? The American producer added the duty to the price, and it has since been going into the pockets of the United States coal owners and railway companies.

The people of Canada are paying it, and the country

is losing the revenue.

Does any one imagine that the United States colliery owners, when they have killed off the Nova competition, would not put up the price so far as the Province of Quebec is concerned?

Is it not the fact that Quebec at least is getting cheaper coal to-day with competition from Nova Scotia, United States and Great Britain, than it would if the Nova Scotia coal industry was out of existence?

So far as Ontario is concerned, United States colliery owners have no competition in that market, and would they not do what the Anthracite owners did before, i. e. maintain the present price, and thereby add the duty to their present profits.

Quebec and Ontario have extensive water powers. Ontario has natural gas. Slack coal (used principally for manufacturing purposes) pays only 15 cents duty, and no one can reasonably say that the industries of either Province are suffering on account of coal duty.

The sacrificing of the coal industry of Nova Scotia would be of no advantage whatever, or at most, a very trifling advantage to either Ontario or Quebec.

From the Harvard reports and other sources, it clearly appears that in 1879 there was an understanding that the duties on western food products, oil and manufactured goods should be offset by protective duty on Nova Scotia coal.

Western flour, meats, oil and all classes of manufactured goods are protected, and Nova Scotia is paying its share of these duties. Even if Ontario has to pay more for her coal than she would with free coal (which we submit is a doubtful question to say the least of it) she cannot complain while her flour, meats and manufactured products are protected.

Canada cannot exist without "give and take" on the part of all the provinces and notwithstanding what the Toronto Globe may have said with regard to the coal duties, we cannot think that it voices the sentiment of the people of Ontario in asking for reciprocity in coal.

The people of that great Province are too sensible to take such a narrow view of a question of such vital importance to the existence of Confederation.

Our belief is that the sentiment of Canada is overwhelmingly against any reciprocity agreement with the United States—and properly so. Our object, however, is not to discuss that question, but simply to point out the great danger (if reciprocity is to be discussed) there is in including coal as one of the subjects of such a treaty.

D. FORBES ANGUS' STATEMENT.

There is no more common delusion as to the trade conditions than the oft repeated statement that the New England States are the natural market for Nova Scotia coal and the consequent deduction that if coal were admitted free in the United States an ample and profitable market would be found.

This theory is supposed to have some justification because it is said that in the days of Reciprocity from 1854 to 1865, the coal industry in Nova Scotia was prosperous. The greatest quantity of coal sent to the United States in any year during that period was 465,194 tons and that at a time when the production of the Southern States had not begun and the trade and

development of the United States was paralyzed by the Civil War.

Since that period the whole situation has been changed and no comparison can be made or results deduced from the experience of the past.

In 1908 the total consumption of coal in the four New England States was 15,464,323 tons. To supply this demand there are four coal producing states as closely and more advantageously situated to the market than Nova Scotia, with a total annual production of 183,242,721 tons.

This supply of 15,464,223 tons is furnished to these New England States in the following ways, namely: 10,917,029 tons by water and 4,547,294 tons by rail. The rail shipments are mainly from Pennsylvania over roads in close alliance with the coal producers.

The water shipments come from Southern Pennsylvania, Maryland, Virginia and West Virginia through rail to the coast and by water from Baltimore, Philadelphia, Newport News, Norfolk and Washington.

Apart from Pennsylvania with an annual production of 134,056,308 tons, the Southern States of Virginia, West Virginia and Maryland now produce alone 49,186,313 tons annually and in many cases the coal owners have specially constructed roads with low gradients to the coast by which they can place their products at tide water at low figures. These States to-day control the New England market. The price of best West Virginia coal at the mines has run from 96 cents to \$1.11 per ton the past five years while the cost of transportation of their coal from Hampton Roads to Boston was only 50 cents a ton in 1908 and 60 cents a ton in 1909.

It is needless to say that Nova Scotia with its total sales of 4,615,713 tons in 1909 can not begin to enter the lists with such conditions and against the forces of this competition, alone, without discussing the competition of Pennsylvania.

Coal is not only brought by water to Boston from these points but is forwarded by special rail rates to the Eastern Townships from Boston and is sold inland there to the exclusion of Nova Scotia coal.

In a report to the Boston Chamber of Commerce from a committee which lately examined the subject the following words appeared:—

"New England receives nearly all its coal supply from the Northern Appalachian Field of Pennsylvania, Maryland, West Virginia and Virginia. This field is the richest and most extensive in the world and contains all kinds of coal from anthracite to bituminous coal and gas coal."

The strong position of this field, the richest and most extensive in the world is fortified in the Southern States by the fact that its colored labor is the cheapest and poorest paid; by the advantageous position for working purposes, of their coal seams; by their splendid transportation facilities in many cases controlled by the same capital and by the pride of the American Nation, which would always give the preference to its own people.

In view of our deep seams, the high wages paid to workmen, the fact that navigation in the Gulf of St. Lawrence is closed from November to April and, that under such conditions, apart from all others, it is not a business proposition to provide discharging facilities at U. S. points; the Coal Mines of Pictou County could not hope to send any Coal at all to New England, and to permit American Coal to come into the St. Law-

rence Market would cripple and greatly injure them.

In 1908, a normal year, there was 5,485,583 tons of Coal produced in Nova Scotia; of this amount, nearly three millions was sold in the Maritime Provinces and Newfoundland, and 2,047,638 went up the St. Lawrence.

The St. Lawrence market is an increasing one and is the natural and only market for Nova Scotia coal. To-day, the American Coal producer, paying the duty, sends his Coal by barge through the Canals into the City of Montreal and other points and with the duty removed, would destroy the St. Lawrence market for Nova Scotia. They would prevent the Pictou County Mines from shipping their Coal to Montreal absolutely.

Development of Coal measures in the Northern and Eastern part of Nova Scotia would cause hundreds of men would be thrown out of employment, capital would not be invested in Coal, the Provincial Revenues would decline, and no greater a blow could be struck at Nova Scotia, industrially, than to remove the Coal duty, the alleged compensation for all this, the removal of the Coal duty by the United States furnishing no market and nothing whatever in return.

During the labor troubles in Nova Scotia the American producer took advantage of the conditions to push into our markets against the duty. This aggressiveness would be displayed in a greater degree, if there was free Coal. The proposition that Nova Scotia, with a Coal production of 5,500,000 tons, could cope either in New England or Montreal with a production of 183,242,721 tons from the "richest and most extensive Coal fields in the world," need only be stated in order that one may appreciate how hopeless the task would be.

MR. C. J. COLL'S OPINIONS.

In response to a request from the RECORD, Mr. C. J. Coll has kindly handed the following:

I herewith tender the following statement as representing the position of the Pictou County collieries, and the interests of Pictou County generally with respect to the question of reciprocity in coal between Canada and the United States.

It is well understood that, even with the benefit of a protective tariff on coal, large increases in sales of coal are being made every year in the St. Lawrence trade by American producers. In the event of coal being put on the "free list," it is quite evident that this trade will be greatly increased, with a corresponding decrease in consumption of Nova Scotia coals. Leaving aside for the moment the fact that this loss to Nova Scotia might be offset by increased sales to New England, I beg to submit that, in so far as Pictou County is concerned, our conditions are peculiar to ourselves, owing to our geographical position, inasmuch as while the Dominion Coal Co. may ship coal by water the year round from Louisburg, and the Nova Scotia Steel & Coal Company for nine or ten months during the year from North Sydney, we in Pictou County could only expect to make shipments for an average of about six and one-half months. The trade in New England is peculiar as regards comparatively steady receipts of fuel and that the consumers do not carry heavy stocks of coal. The difficulties we would experience in revolutionizing such customs

and conditions in order to secure their business can be readily understood. The loss in trade to the Cape Breton collieries in the St. Lawrence will result in an invasion of the territory now served by the Mainland collieries, and particularly by Pictou County. As is well known, the trade is limited, and the smaller companies would be practically put out of business, with the usual disastrous results of every such change in conditions.

We therefore ought to put ourselves on record in no uncertain terms as being unalterably opposed to any change whatever in the duty on coal coming into competitive districts with Nova Scotia coal.

With respect to material increase in sales to New England from Nova Scotia, after giving this matter careful consideration and as a result of some experience with the New England trade, I am firmly convinced that it is not possible to do so.

The present channels of supply are long established and economically equipped as regards facilities for production and transportation. The conditions governing discharge and time allowed for discharging are matters of usage which are established along lines entirely different from our ordinary question of demurrage. "Reasonable discharge" is the term embodied in all charters and is by precedent and usage interpreted as being from ten to fifteen days.

It is the opinion of shipping experts that it is not possible to use barges and tows along our Eastern and Southern coasts. It has also been our experience that the class of schooners carrying coal from Southern ports to New England demand a much higher rate when approached for tonnage to Pictou Landing. Navigation of the Straits of Canso is always quoted in defence of increased rates, while the outside course is considered objectionable by reason of the increased distance.

The most serious difficulty in obtaining even a reasonable share of the New England market arises from the fact that their supply of bituminous coal is and has been from 'Fields' which, from a standpoint of quality, are unique, not only on this side of the Atlantic, but in the world to-day. These coals are not considered cheap coals, but are used from choice as against coals of somewhat inferior quality in districts located nearer New England. Manufacturing establishments are equipped for the use of such coals, and engineers, firemen, and consumers are prejudiced in their favour, although paying a higher price than might be had for other grades. For steam coals the standards are—Georges Creek, Maryland, Poehontas and New River, Virginia. Consolidation's 'Fairmount' coals, West Virginia and Somerset, Pennsylvania.

The standards for gas production are of the same high class coals of standard price to all consumers, considered as non-competitive, with price fixed on basis of quality. They comprise coals from the Pittsburg Gas Coal Seams, Penn. Gas and Westmoreland.

To any one familiar with the situation in every city and town in New England as regards Gas production, it would seem impossible to secure any of this business for Nova Scotia coals.

The difference in the physical and chemical properties of the coals now in general use and

Nova Scotia coals would necessitate radical changes in equipment of plants involving large expenditure on the whole, and such to be incurred in the face of results now obtained by the use of coals with which they are familiar, and satisfied.

The average price of coal in New England in quantities is nominally \$2.90 to \$3.10 alongside per ton. The consumer contends there is 50 cents per ton difference commercially in favour of the coals he uses over Nova Scotia coals. So that it can easily be seen there is little hope for Pictou County being able to take any of this trade except at a loss.

Again, it is unreasonable to suppose that the powerful companies and interests engaged in mining and transportation of such a supply, which amounts to about 16,000,000 tons per annum, would relinquish this business without exhausting every effort to hold it by meeting any prices which might be obtainable from Nova Scotia producers.

It appears to me that we would be confronted by a loss in the St. Lawrence where we now hold trade by a slight margin and without the profit to which the hazardous business of coal mining is entitled for an adequate tonnage in a field where our prospects of success are, to say the least, not apparent.

In support of this contention, I hold that there is no concerted action on the part of New England manufacturers for free coal. While there does seem to be widespread dissatisfaction among the people with respect to the recently enacted Tariff Legislation and a feeling that it was made to cover special interests of certain manufacturers, it must be borne in mind that these latter are the large consumers of such coal as we would have to offer, and naturally they would be supposed to overlook POSSIBLE benefits to them of free coal in their anxiety to maintain the present status of protection on their manufactured products.

Careful consideration should be given the powerful influence of the Southern Railways, both as affecting their possible loss in tonnage of coal transported and also with respect to their attitude toward shippers of finished products within their territory, who are dependent for service and rates. It would seem reasonable to suppose that they would combine to harass shippers taking coal from Nova Scotia, thereby causing a loss in revenue to themselves.

The question of Railway antagonism to free coal is a serious one from our standpoint, as well as from that of possible consumers of Nova Scotia coal. It is generally accepted that the lines along which the New England supply originates are all closely identified with the actual mining and selling of coal, it being well known that such is the case as regards Anthracite coal for domestic purposes.

Investigations have clearly shown the same to be true of the Pennsylvania Railway, the Baltimore and Ohio, the Chesapeake and Ohio, the Norfolk and Western and the Virginian Railway; these being the seaboard lines supplying New England with Bituminous, in some instances directly, in others by reason of predominating interests of railway officers, shareholders, underwriters, bankers, and the hundred and one ways surrounding the allied interests of mining and trans-

portation.

As an example, the Baltimore and Ohio, which is controlled by the Pennsylvania Railway, controls the Consolidation Coal Co., which in turn controls the Georges Creek, Maryland, Somerset, Pennsylvania and Fairmount Coal Company, which in turn absolutely control the various districts from which New England largely draws its supply. It is open to question whether or not the Pittsburg Gas coals, Penn. Gas and Westmoreland are not controlled by the Pennsylvania Railway, possibly not directly, but through closely allied interests. The same applies to the Virginian coals through the Norfolk and Western, the Chesapeake and Ohio and the Virginian; all but this latter supposed to be controlled by the Pennsylvania Railway or closely allied interests. It was recently announced that the New York Central and the Hudson River Railway and the Baltimore and Ohio had jointly undertaken to underwrite a very large amount for the Philadelphia and Reading, which in turn controls the Lehigh Valley Railway, both producing 'Anthracite' railways and absolutely controlling sales. It is not difficult to forecast what their joint action would be.

Nearer our own Canadian border we have the Rochester and Pittsburg, Pennsylvania; the Hocking Valley, Ohio; the Bessemer and Lake Erie, Pennsylvania and Ohio, the Illinois Central, Illinois; the Wheeling and Lake Erie, Ohio and Northern Pennsylvania, and so called coal roads with identical interests in mining and transportation.

The question of freight rates and service are of vital importance to New England shippers for their finished products. Their markets are the South and West. New England railways are in no sense trunk lines, and reach no points West of a line North of New York City, except by joint traffic arrangements with other lines, and in order to afford rates and service are obliged to deal largely with the railways mentioned above—('COAL ROADS'). A chart of the New England consumers of Bituminous coal for steam and gas producing shows that at least ninety-five per cent are dependent on railway transportation from point of discharge at seaboard to point of consumption.

Here again users of Nova Scotia coal would be subject to attack, through the antagonism of the allied 'COAL ROADS', with their service lines of transportation. The influences of the monied interests in the United States are reasonably and justifiably against disturbances relating to production of their own raw materials and the transportation thereof.

I might point out that development of coal properties is far in excess of demand and equipment proportionate, which are added reasons why the Coal Producers and Railroads supplying New England, powerful as they are, would not stand idly by and see the trade go elsewhere. It also appears to me to be an erroneous idea, as has been expressed, that the mines in Cumberland County would be benefited by reciprocity.

My views are that only a small trade in cheap grades of coal is possible at unremunerative rates and that the tonnage would only be augmented over the present shipments to an extent where serious attention would be given the business by the Southern producers. In other words, you

could not cut into their better trade without having them strive by every means in their power to drive competitors out of business they now hold and to take away what is now held, partly by Cumberland producers.

The deepness of our seams, the difficult mining conditions met with in our operations, the Labe situation in connection therewith which permits of none other than skilled workmen being employed, with attendant costs of production, treatment of employees and the carrying out of strict regulations of our mining laws preclude the possibility of competing with Southern producers, where conditions are directly opposite to those which obtain in the collieries of Pictou.

In summing up for this County, and more especially with respect to the Acadia Coal Company, Limited, placing coal on the "Free List" will prove disastrous to our industry. After struggling for some years with an unprofitable operation, we have recently been enabled to attract foreign capital by reason of our coal seams and the present status surrounding our prospects for the future. The increase in our capital, affording us means whereby we expect to so improve our property as will permit of reasonable returns in the way of profits in our undertaking, was obtained on the basis of present conditions of trade and commerce and a prospect of their continued stability. Betterments have been undertaken, and plans formulated for greatly increasing the prosperity of this vicinity, the County and the Province.

We look with apprehension on any change in so vital a question as the removal of the duty on coal of this present or at any time in the future, as long as conditions prevail as they do in New England and the strength of competition in the St. Lawrence continues, and feel certain it will be detrimental to our operations, be the cause for the withdrawal of capital and seriously jeopardize the prosperity of this Company and of the community.

SUPPLEMENTARY RE RECIPROCITY.

While the statement that the railways of Eastern Canada are primarily the instigators of the agitation for 'Free Coal' is subject to criticism, yet we who have had anything to do with the question of contracts, supplies or prices have been well aware of the fact that the burden of the refrain of the railways was the comparative price paid for coal by American railways and prices in Eastern Canada. It was apparent to the student of events that a propaganda was started by some of the railways for 'Free Coal', and the claim of being sacrificed for Nova Scotia coal producers was put forward on every occasion. The prices used as a basis of comparison were invariably those obtained from railways operating in the 'Fields' from which these railways are supplied for their requirements, other than that received from Nova Scotia. We hold that no consideration should be given such figures for comparison. Such supplies to American roads are obtained almost wholly and directly from coal tipples immediately along the various lines or from coaling stations thoroughly and economically equipped and located at central and advantageous points by the roads within the producing districts where the haul is minimized and the Roads make their own charges for transportation.

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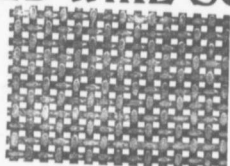
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3 30	10 40	P. TUPPER JUNCTION	3 45	11 00
3 25	10 35	INVERNESS JCT	3 50	11 05
3 17	10 29	PORT HAWKESBURY	4 00	11 15
3 00	10 12	PORT HASTINGS	4 15	11 30
	9 57	TROY	4 25	
	9 44	CREGNISH	4 38	
	9 27	CRAIGSMORE	4 50	
	9 08	JUDIQUE	5 05	
	8 55	CATHERINES POND	5 18	
	8 41	PORT HOOD	5 32	
	8 25	GLENSIDE	5 38	
	8 23	MARQU	5 52	
	7 50	GLENDYRE	6 16	
	7 40	BLACK RIVER	6 28	
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	6 55		7 10	
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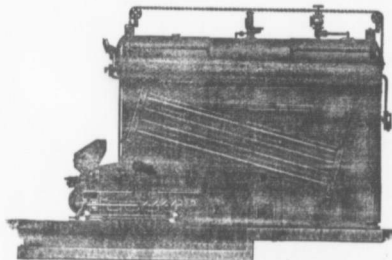
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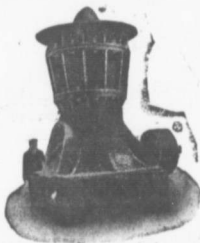
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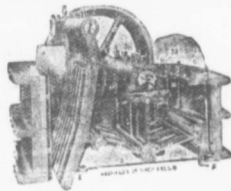
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Fixed Carbon.....	75.29%	67.47%	64.69%
Ash.....	3.75%	3.19%	4.19%
	100.00	100.00	100.00
Sulphur.....	1.15%	.58%	.79%

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