

MARITIME
MINING RECORD
 Dr. R. Bell
 Geol. survey dept.
AND
COAL AND METAL TRADES JOURNAL

*Cumberland. * Pictou. * Cape Breton. * Inverness*

New Series Vol. 9 No. 7

October 10th. 1906

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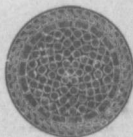
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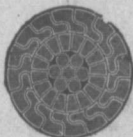
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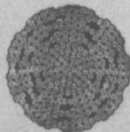
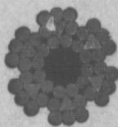
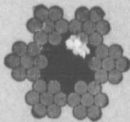
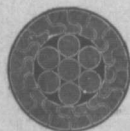
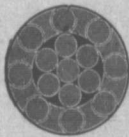
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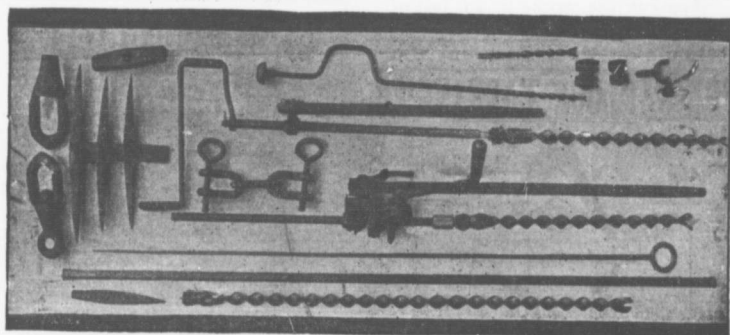
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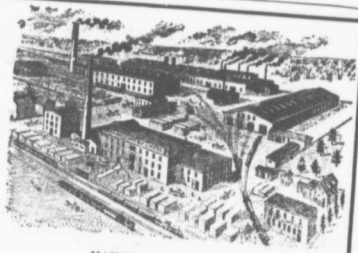
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No 144 Mixed for Hopewell	5:55
No 79 Mixed for Trenton	6:25
79 Express for Hopewell	6:55
18 Express for Halifax, and St. John	7:40
21 Mixed for Pictou Landing	7:40
62 Mixed for Pictou	7:45
55 Mixed for Mulgrave	8:15
19 Express for Sydney	8:35
28 Mixed for Pictou	11:00
8, Express for Truro	12:30
8, Express for Sydney	12:50
30 Express for Halifax and Montreal	12:55
140 Mixed for Pictou	12:55
101 Mixed for Pictou Landing	12:55
65 Mixed for Hopewell	12:55
22 Mixed for New Glasgow	12:55
42 Express Halifax and St. John	12:55
17 Express for New Glasgow	12:55
80 Express for Pictou	12:55

—TRAINS ARRIVE AT STELLARTON—

79 Mixed from Hopewell	4:30
79 Mixed from Trenton	5:55
61 Express from Pictou	7:20
18 Express from New Glasgow	7:35
21 Mixed from Hopewell	7:35
55 Mixed from Truro	7:35
20 Mixed from New Glasgow	8:00
27 Mixed from Pictou	8:00
62 Mixed from Mulgrave	10:40
19 Express from Halifax and St. John	12:15
120 Mixed from Pictou	12:45
55 Express from Halifax, St. John, Quebec	12:45
30 Express from Sydney	12:45
22 Mixed from Pictou Landing	12:50
77 Mixed from Hopewell	12:50
42 Express from Pictou	12:55
8, Express from Sydney	12:55
65 Express from New Glasgow	12:55
17 Express from St. John and Halifax	12:55

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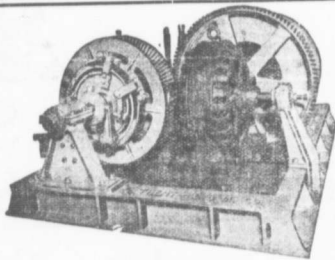
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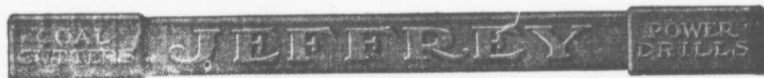
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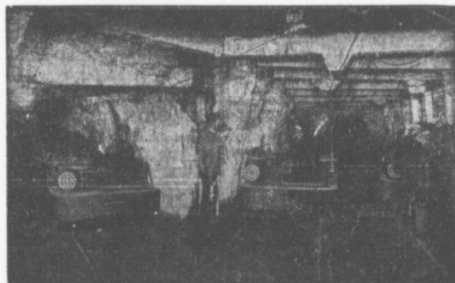
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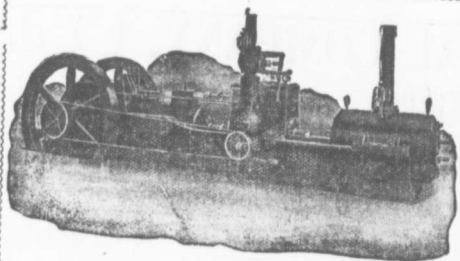


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- (1) Machine cuts across entire face in one operation, without moving jacks or barring machine by hand
- (2) Occupies one-half as much space in front of coal. It is not necessary to move props when using this machine. (Props shown in cut are 6 feet from face of coal.)
- (3) Machine cuts high kerf, cuts on the bottom, and leaves no coal to be lifted nor sprags or ribs at rear of cut to hinder blasting.
- (4) May be used for drawing pillars
- (5) Uses from 20 to 30 per cent. less power per ton of Coal cut



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THE... MARITIME MINING RECORD

Vol. 8, No. 7. Stellarton, N. S., October 10th, 1906 New Series

SECURING PIT BOTTOMS.

WRITTEN FOR RECORD.

When the shaft has been sunk and the actual opening of the seam has to be commenced, there is no more important consideration than that of arranging and securing the pit bottom. All the output of the mine must necessarily be handled there and so long as the mine continues to produce coal the bottom and the roads leading to it must be kept in the best possible condition. The bottom ought to be arranged in such a way that the greatest possible output ever expected to be obtained can be dealt with easily and with economy. Any mistake in this respect will remain as an eyesore, and to cripple the output during the whole lifetime of the mine. The arrangements made for handling the coal will depend entirely on local conditions, the method of haulage, and the system of working the coal. It is not intended to deal with such arrangements here, but rather to deal with the methods of making the bottom and adjacent roadways secure. If this is not done in good style at first there will always be costly repair work to be done to keep the roads and bottom good. Better to make a good permanent job of it at first than to have continual outlay and a crippled output afterwards. It is absolutely necessary in the first place to have a large, strong pillar left round the shaft bottom in order to prevent movement and crushing as much as possible. This will help to keep the bottom roads good by taking much of the weight. No matter how strong the roof and coal may be there should always be supports of a strong permanent kind used around the bottom. It has been known for collieries to work for a number of years without any other supports than the coal pillars left around the shaft, but this was only under extra hard rock and with hard strong coal. In most cases of this kind it was afterwards discovered that this method of doing business was penny wise and pounds foolish. In one instance the roof was very hard strong sand stone and the pit porch was not supported in any way whatever. This remained in this state for a number of years, but one day a tremendous fall of rock laid the mine idle for several days and cost a large sum for cleaning up and repairs. The pit porch was afterwards secured in a permanent manner—a case of shutting the barn door after the horse has got out. The same amount of money, or perhaps considerably less, expended in the first opening up would have prevented the loss and expense due to the fall of rock.

Many methods of securing the pit bottoms and bottom roadways are in actual practice to day, all of these claiming more or less advantages with regard to cost, strength, permanency, and ease of adoption. In some cases heavy timber bars or thick props are used. These are cheap in the first outlay, but do not last very long, and are not strong, therefore they are not often used.

Heavy timber bars are also sometimes used on side walls of brick, freestone, or concrete, but this is not often done as the timber has the same disadvantages as mentioned above.

In many cases steel girders or steel props are employed and give good results, as they are very strong and will last a long time. They are costly at first, and rather hard to handle, and are liable to slip out, but they are in every respect superior to timber. There are those who claim that girders of steel are not so good as they are said to be, but often this is due to faulty setting and not due to any defects in the girders themselves. Girders set in such a way that they are subjected to side pressure on their ends will never give good results. The ends of the girders should be kept clear of the sides of the roadway or else blocks of wood should be inserted so as to serve as cushions.

Girders are often used on side walls of brick, stone, or concrete, and when so used often give good results. Concrete is often used owing to it being cheaper than brickwork, but it is questionable whether it is cheaper after all. In cases where there is great pressure and movement concrete does not make so good a showing after all, owing to its cracking and breaking. In one case where part of the road was secured with brickwork and part with concrete, the concrete gave out while the brickwork was not affected. The brickwork had wood blocks built into it to make it more elastic, so that it settled gradually without breaking. The best method of permanently securing a pit bottom is to put in a good brick arch, and if properly built it will last longer than the mine will. The circular arch and the elliptical arch are rarely met with in mines owing to their being so costly and hard to build, although there is no doubt about them being the two strongest forms. The form most adopted is the horse shoe arch which will resist great top pressure and partial side pressure. There should always be a few courses of wood blocks built into the arch. These blocks are cut to same size as the bricks and are built in every fifth or sixth course. This allows the arch to settle a little when the weight comes on and thus prevents it from being crushed in. All timber should be removed from behind the walling and the space should be filled in with some soft material such as sand, ashes or small stones. This equalizes the pressure all round and acts as a cushion. In some cases the space behind has been filled in by running concrete, but the results behind have been anything but good. The concrete would not yield under the pressure and the result was a broken arch.

When arches are built there is no danger of stones slipping out between the supports as often happens in the case of girders or timbers. Of course a good lagging will prevent this in any case, but if an arch is put in there is no necessity for lagging. In cases where the measures are highly inclined, as is often the case in

in this province, the forming of a level pit bottom means that rock has to be blasted down and thus the broken ends of the strata have to be supported. Under such conditions no method of securing will give such good results as a well built arch. This would securely and evenly take weight and would remove all chance of large pieces of rock slipping away from the partings, besides protecting the rocks from any weathering action.

It sometimes happens that a trip runs away into the pit bottom and many serious stoppages have been thus caused by the timbers or girders being knocked out causing heavy falls of rock. A case of this kind is altogether serious but when the bottom is arched there is nothing to be drawn out and so the danger from falls is obviated. Again in case of fire a brick arch is less affected than the other materials, and this is also a great advantage.

The chief disadvantage to the use of arching is the first cost which often prevents it from being adopted, but this extra outlay is nothing when compared with the results obtained. If a thing is to be done at all it should be done well at first, and thus there will be no after expense and worry.

There are those who claim that arching is not the best method because arches have been known to collapse. In every case of this kind it is not the fault of the arch, but the faulty way in which it is built. No matter what method of securing a roadway is adopted if it is done wrong the results will be bad, but if it is done well the best results will be obtained that the material used can give. The use of concrete is, comparatively speaking, new so far as securing mine roadways is concerned, and although it has given good results in some cases where the pressure was not great, it has always been known to fail under heavy pressures. The argument of faulty building may also hold good in this case and no doubt it does, but still we have to face the fact that brick arching has stood the test of years under all kinds of conditions and is still considered the best and most lasting method of securing a pit bottom or main roadway. There are mines in existence to-day which have miles of arching standing on their main roadways, some of them being so secured throughout. The management of these mines claim that this method of securing roads is cheapest in the end by a large margin and that they would never resort to any other method.

SOME COAL ANALYSES.

From Harry Piers' "Economic minerals of N. S."

—DOMINION COAL CO'S. SEAMS.—			
	Phalen Seam		Harbor Seam
	at Don. No. 2.	at Cabot.	at Reserve. at Inter.
Vol. combustible matter	32.45	30.85	30.75
Fixed carbon	61.45	62.05	63.70
Sulphur	1.99	2.32	1.81
Ash	5.25	6.40	4.65
Moisture	.85	.70	.90

—MAIN SEAM, SYDNEY MINES.—

Moisture	1.536	1.92
Volatile combustible matter	36.362	36.27
Fixed carbon	57.008	57.05
Sulphur	1.894	2.01
Ash	5.084	4.76

—GOWRIE SEAM.—

Volatile combustible matter	36.00
Fixed carbon	57.70

Ash	5.20
Sulphur	3.82
Moisture	1.10
—NEW CAMPBELTON SEAM.—	
Volatile combustible matter	35.50
Fixed carbon	51.55
Ash	8.95
Sulphur	5.50
Moisture	4.00
—PORT HOOD SEAM.—	
Moisture	3.85
Volatile combustible matter	35.60
Fixed carbon	53.50
Sulphur	2.84
Ash	7.05
—INVERNESS 7 FT. SEAM.—	
Volatile combustible matter	45.55
Fixed carbon	47.09
Ash	7.36
Sulphur	4.91
—ACADIA SEAMS.—	

	Acadia	Deep	Metemgor	Third
Vol. combus mat.	29.20	28.09	20.34	28.37
Fixed carbon	61.15	60.77	68.50	61.13
Ash	7.55	9.99	10.41	10.50
Sulphur	1.48	1.24	.94	1.43
Moisture	2.10	1.15	.75	1.37
Theo. evap. power	8.50	9.30	.....	.....
—INTERCOLONIAL COAL CO'S. SEAM.—				
Moisture	1.52	.....	.....	.72
Volatile combustible matter	29.46	.....	.....	25.73
Fixed carbon	60.19	.....	.....	65.36
Sulphur	9.10	.....	.....	8.20
Theo. evaporative power	1.62	.....	.....	1.10
—SPRINGHILL SEAM.—				
Volatile combustible matter	.....	.....	.....	34.51
Fixed carbon	.....	.....	.....	58.64
Ash	.....	.....	.....	6.85
Sulphur	.....	.....	.....	1.59
—CHIGNECTO SEAM.—				
Volatile combustible matter	.....	.....	.....	39.75
Fixed carbon	.....	.....	.....	48.75
Ash	.....	.....	.....	9.95
Sulphur	.....	.....	.....	6.02
Moisture	.....	.....	.....	1.55
—MINUDIE SEAM.—				
Volatile combustible matter	.....	.....	.....	36.15
Fixed carbon	.....	.....	.....	52.45
Ash	.....	.....	.....	9.60
Sulphur	.....	.....	.....	5.04
Moisture	.....	.....	.....	1.80
—STRATHCONA SEAM.—				
Volatile combustible matter	.....	.....	.....	27.36
Fixed carbon	.....	.....	.....	52.25
Ash	.....	.....	.....	10.39
Sulphur	.....	.....	.....	4.47
—JOGGINS SEAM.—				
Volatile combustible matter	.....	.....	.....	40.89
Fixed carbon	.....	.....	.....	48.33
Ash	.....	.....	.....	10.78
Sulphur	.....	.....	.....	5.72

MARITIME MINING RECORD.

AN EDITORS OUTING.

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.

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R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

OCTOBER 19 1936

COAL SEAM AT NEWVILLE.

"I'll find a way or make it" was the boast of the old Roman. Find news or make them is seemingly the motto of an esteemed Halifax contemporary. In this direction his zeal knocks down all barriers, passes all bounds. Some two months ago with a big flourish the Herald announced the finding of a fine seam of coal at Newville, Cumb. Co. The sec'y. of the company was put to the trouble of, a day or so after, contradicting the statement. One would have thought this would have a salutary influence in restraining the Herald's zeal. Not at all, it is not built that way, rebuffs have a stimulative rather than a sedative influence, and therefore one was not surprised to notice, in a late Herald, that that seam of coal had again been struck at Newville, this time at a depth of 1840 feet, nor on being told that operations were suspended so that a Calyx drill could be obtained. What is the mission of these stories in the Herald. Are these stories by way of apologies for the length of time, some fifteen months we think, taken to bore 1840 feet, and to buoy up the hopes of shareholders. So far as the Record's information goes no seam of coal has yet been struck. The suspension of boring operations must be due to other than the lack of a calyx drill. Possibly the bore hole has a bend in it, or there may be too heavy an inflow of water which must be shut off before a greater depth can be obtained, or the nature of the rocks ascertained. So far as the Record knows there is no more reason now to replace the cable by a calyx drill than there was when the latter was substituted for the cable drill several months ago, to be taken out after a few days trial. The Record hopes success will ultimately attend the efforts of the borers. This does not prevent us from deprecating the circulation of reports which are not quite fair to the public.

It took them a long time to catch on, but at length the C. B. papers see the joke of the Mullins seam ever recurring discoveries, and some writers are having great fun over it. A writer suggests that if the seam is not more wisely handled it may turn up shortly in Newfoundland. It is gravely suggested that the seam be anchored, so as to prevent it moving constantly about from place to place. O'Dell of the Dom. Coal Co's survey staff has much to answer for. He was the first to irreverently cast reflections on the seam, and then the little jokers took courage.

One has heard a good deal of late of the desirability of all public utilities being operated by the government. Socialists tell us that it is in the interests of the people that governments, federal, provincial, and municipal, should supply light, work coal mines, and operate railways etc. They say that in the countries where governments do these things—and of course New Zealand is always mentioned—the people are rich gainers. I don't believe it. A company can run a railway more efficiently and more economically than a government. Not until a government can run a railway without reference to its 'political' allies and supporters can a railway be run either efficiently and economically. In Nova Scotia we have a government railway, the I. C. R. First class passenger fare is say three cents per mile, with fifty per cent added for return tickets. In the U. S. there are no government railways, and today all the great lines, the Pennsylvania, the New York Central, the Jersey Central, the Lehigh Valley etc., charge only two cents per mile for first class—there is no second class as a rule. At two cents a mile the American railways pay—at three cents per mile there is no profit in it for the Canadian government—at least no dividends have ever been earned. In New Zealand, no more than in other countries is it possible to get something for nothing. No matter how, or by whom the piper is paid he must be paid somehow.

In going to the States one needs pass through Boston, a city one takes long to get tired of. The traveller has much more to divide his attention in New York, and yet he grows sooner tired there than in the Hub. Boston I should judge, is the shoppers paradise. For its size Boston seems to be busier even than New York. I was dragged through some half dozen of the biggest places in New York, but the throng was not so great as in two of the Boston stores where I underwent similar indignity, and hard as it may be to believe, Boston is a cheaper place to buy in than New York. To sales people in New York, Buffalo, Toronto and Montreal the price was given of articles purchased in Boston and they looked upon us as people lost to truth. From 10 a. m. till 6 p. m. the streets of Boston are more thickly populated than any other city on this side of the water. One is reminded of London Budge at six o'clock at night, where the block is terrific. Still it is easier crossing a street in Boston than in New York, for the reason that the main streets being narrow a hop, step and jump takes one across, whereas in parts of New York the way across is labyrinthian, necessitating at times the assistance of the ever watchful policeman. The women on the streets of Boston outnumber the men five to one at least, whereas in the busy thoroughfares of New York the men seem to be in the majority. With all its street cars, its subways and its elevated roads the streets of Boston are as congested as ever.

The distance by rail, Providence to Boston is fifty miles. At two cents a mile that would be a dollar, but as the charge was only ninety-eight cents the conclusion was that there was 2% discount for cash. The distance is accomplished in ninety minutes or less. Providence is a city of

some two hundred thousand and rapidly increasing. If Boston is the Mecca of Nova Scotians of the softer sex, Providence is the objective point of very many of her males. There are many Nova Scotians in Brown and Sharpe's big tool and cutlery works. The number of employees of this one work constitute a great host, very many thousands. The city is bulging up rapidly; on every side there are tokens of energy and prosperity. Unfortunately as is the case in many cities its busiest business streets are the narrowest, while in the suburbs the avenues are wide and well laid out. There is an excellent street car service. The Union station is elevated; the waiting rooms are spacious though the platforms are a trifle narrow. Providence has many and fine breathing spaces, and in summer easy access is had to sea side resorts. From Providence to New York the distance is say 200 miles and the fare \$4.00. The charge for a ticket Boston to New York direct is \$5.00 first class, or all Pullman \$7.00. If one's chief aim is to get the better of the railmen, he should buy his ticket in compartment from Providence to Boston. By this method he circumvents the railway to the tune of two cents. This however entails the stopping over at Providence for the next train and a majority would scarcely do that. Baggage handlers on the I. C. R. should be sent at the expense of the government to New York—say to the New York Central, to get some new ideas on how quickly to handle baggage. There they do it in a manner to win ones admiration. When walking from the car to the exit, a tram full of baggage that had come on the train with us rolled by, and was immediately succeeded by another and yet another. Were the baggage handled in the same leisurely fashion as on the I. C. R. traffic would soon come to a standstill. We got to New York about 1 p. m. and asked the transfer man if we could get our baggage to the ferry by 4.30 p. m. Impossible. Why. "Because we got so much to transfer that we cannot overtake the work in so short a time, you may get it to-morrow." And without seeing it from the time it left R. I. we got it in the heart of New Jersey the following day. Had we known enough we could have got it with us in the same boat had we given checks to the express agent on the train.

There is nothing at all inviting in the water front from near the Battery, where the steamers ply for Coney and Rockaway, up to where the Ferries ply on 23rd St. There is much bustle, of course, but no beauty, and some of the drinking saloons and restaurants carry a forbidding look. Undoubtedly there is a fascination about this great city that draws one to it time and again. It is perhaps the most cosmopolitan city in the world. It is truly wonderful. One who has gone into the subject says of New York:—

"Every six minutes a child is born in New York, every seven minutes there is a funeral. Every forty-eight minutes a ship enters the harbor; every forty seconds an immigrant enters the city. The other day, in a street car, I found three Negroes, two Chinamen, several Americans, two Englishmen, a girl with a soft Irish brogue, and a gentleman who spoke the language of Sauchiehall-street. Every fifty-one minutes a house is built in New York, every fifty-five seconds a train

arrives, every ten seconds a lawyer starts a law-suit, and every twelve hours a new lawyer starts business. The police make an arrest every three minutes, every two days there is a murder, every hour and three quarters there is an accident. And there is a marriage every thirteen minutes.

The statistics of city traction in New York little seem to suggest that the inhabitants do three methods of travel in New York—the over-railway, the street cars, and the underground cash fares received was 332,384,850. The value of property in New York is advancing by leaps and bounds. It is impossible to rent a small shop in anything like a good position for less than \$5,000 a year. For a large cigar shop under what is known as the Flatiron building on Broadway, an annual rental of \$35,000 is paid on a long lease. The value of church property in New York is simply fabulous. Trinity Church, near Wall street, valued at \$12,500,000. The Fifth-avenue Presbyterian Church, where Dr. Campbell Morgan has preached for several summers, is valued at \$700,000. The wealth of some of the churches is very great. The Collegiate Church in Fifth-avenue and Forty-eighth-street has three ministers and a lay assistant, and supports eight missionaries in the foreign field."

There is immense traffic on all the ferries. The New York Central and other of the railways run a ferry from the foot of Liberty street, and one from 23rd St. to accommodate down town and up town people. To New Jersey from the first is a matter of say five minutes and from 23rd St. fifteen minutes. Going across one has an excellent view of the skyscrapers. On a former visit I went up one of them to the extent of twenty two stories, but that is a little flight compared with some recent erections. They talk of one in some cities, Toronto for instance, though I limit as to height there seems to be none in New York. One of the tallest buildings in New York is so narrow that one is in dread that a big puff of wind may blow it over some day. The foundations of these bigger buildings are thirty to fifty feet deep. Every year a building is going up taller than the tallest of the year preceding. I suppose there will be a limit reached some day, but it has not yet been declared. Where are all the passengers going? Going home after their days labor in the city. Some five miles, some ten, others thirty and yet others forty miles, while some even further. To work, in the morning forty miles of a ride to New York, and back home, forty miles every evening. How would you like it? Dear way of living think you? No, it is done because it is the cheapest. Board and rent is so dear in New York that it pays business men to live far out in the country and young people to board at their homes far remote. As good a house as rents for \$60 00 a month in New York can be had in Stellarton for from \$10 to \$15.

If ones object in coming to Jersey city is to visit the Lehigh Valley he may select one of its railways, the Lehigh Valley or the New Jersey Central. It is claimed that the former is the most scenic route, so as we are combining a little business only with a good deal of pleasure, we go by

the Lehigh, but before proceeding up the Valley we make a stay at Flemington and visit also Trenton, which is the great pressed brick producing centre of the Northern States. All kinds and colors of bricks are made here and strange to say chiefly by hand. This applies more particularly to the pressed brick, though stock brick also are made by hand. The clay that goes into the making of the pressed brick is of yellow color, although it burns red, and is dry and strong. It is ground and then passed through a rotary screen. The screened clay is put into a shallow pit of eight twenty feet in diameter and soaked over night. It is then ground by a wheel about 8 feet in height, with a rim not over three inches wide. In the centre of the pit is a pole. Two feet from the pole the wheel begins its travels, going round in a gradually increasing circle till it reaches the outer edge of pit, when by a simple device the wheel continues its journey in diminishing circles till it reaches the starting point. This is kept up for four and a half hours by which time the clay is thoroughly mixed. It is then shovelled into barrows and conveyed to the moulders. At the moulding machines there are two men and a boy and their tale of bricks is three thousand for a days work. The same number of hands are employed at the pressing machine, but a days tale is 7000 bricks. The whole outfit seems primitive, but there is profit in it, as the bricks cost \$5.00 to make and are sold at \$18.00, and the demand is greater than the supply. The clay has a good deal to do, of course with the quality of the bricks, which are first class. By the use of the patent kilns, which are just kilns with grates and solid bottoms admitting of hot firing, the bricks are burned in 48 hours which is a great improvement over the ordinary kiln. Even in the ordinary kiln they burn much quicker than is done in Nova Scotia. The time occupied in burning at most of the yards in Nova Scotia is say 120 hours, whereas the limit at Trenton is 72 hours. I had read in a book procured from Mr Piers of the Science Library, that in Trenton were some of the largest pressed brick works in the United States. If that be correct there is a works in Toronto which overtops anything I saw or heard of at Trenton. At the Don Valley Works they can turn out 155,000 bricks of all kinds per day. The pressed brick are made in machines four at a time. The common bricks are wire cut, that is a continuous stream of clay, brick size, is forced by a machine on to a travelling belt along which it runs and is cut into brick size by a circular machine whose knife is a taut wire. From the Don Valley pressed brick find their way to N. S. It is hoped that in a short time brick of this description will be produced in Pictou County. I will refer to the Lehigh Valley next issue.

As will be seen from advertisement elsewhere the New Brunswick Coal Mines are also short of labor.

Both the Acadia and the Drummond Collieries have more orders on hand than they can supply for some little time.

The shipments of the Nova Scotia Steel & Coal Co. for the nine months of 1906 are 55,000 tons only behind the shipments for the twelve months of 1905. By the end of the year the total shipments should be over 650,000 tons.

- Rubs by Rambler.

There are still those who persist in saying that coal is delivered at points in Canada, distant about a thousand miles from Nova Scotia, at a less price than is exacted from the people of the province which owns the coal mines. The statement is incorrect. The Record has time and again pointed out that for the same kind of coal in the same quantities the people of Nova Scotia can buy as cheaply as any big corporation, as any person, outside of the province. Such reckless statements as the above referred to are vicious, and are not in the best interests of Nova Scotia at large. The further statement is made that a foreign railway corporation is able to come into this province and buy its coal at less than \$1,50 per ton. No foreign or other railway gets coal at less than \$1,50 per ton or at any figure approaching that. The peoples railway, that is the I. C. R. can buy the same kind of coal as supplied the G. T. R. or the C. P. R. This year the I. C. R. authorities concluded they would take a leaf out of the C. P. R. book and take run-o-mine coal, water borne, delivered at Pt. Levis. They are getting it at about the same rate, a few cents difference at the most, and the possibility is that they will find the cheapest coal is the dearest in the long run. Instead of denouncing the coal companies for not selling coal at \$1,50 per ton, it were better to denounce any company for selling at that price. That would be a rightful denunciation of dishonesty, for no company can sell at \$1,50 without entailing loss.

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I admire the sang froid, malicious writers might call it the cool effrontery, of the Halifax Herald. It can take back water without a blush. It can swallow the proverbial hatchet as easily as a fish a fly. At intervals during the past twelve months it has been preaching pensions for old age at the sole expense of the government, and now its proposals are put to one side by those at whom it was preaching, and it chuckles at being one of the papers to make the announcement. The Record was the one paper in the province to place the miners not to place themselves in the position of paupers, to call for no scheme of pensioning which did not involve contributions on their part, and the Record must be heartily glad that its views are those of the several thousands—as the Herald puts it—of the miners of this province. They ask for a pension scheme, but while asking intimate that they are desirous of being contributors to it. In refusing to clamor for any gratuitous pension from government, in declaring that they desire a scheme part of the burden of which will devolve on themselves, the miners of Nova Scotia have set an example worthy the attention of the workmen in other countries. Because the Record was opposed to a charity, it was indicted of being unfriendly to the miners. Our answer to that was that the desire of the Record was to see, first of all, our miners manly men, and in refusing a charity—a pension to which they had not contributed, or

would not be asked to contribute they have made demonstration of manhood.

Further when the amendment to the 'Doctors bill' was before the legislature, Mr. Drummond was the only member out of the members of both houses openly to oppose it, and after its passage the Record was the only paper to denounce it as retrograde legislation, a denunciation in the face of the fact—asserted by its promoters—that seven out of the eight P. W. A. lodges on the south side of C. B. were in approval. That the Record voiced the true sentiments of the majority, when free from the excitement is attested by the fact that the Grand Council declares the amendment to be hasty legislation and will ask for its repeal.

I am disappointed in "Miner, Sydney Mines" I was willing to break a lance with him thinking he had a strong right wrist and wielded a blade of clean steel. Instead he gives token that his rapier is rusty, carrying poison in its blades. Because, in issue of 12th, expressed the opinion that the employers were not wholly to blame in the matter of a miner's surrounding—environment—and hinted that horticulture was, as yet, an unknown art to a majority of the dwellers in company houses, he says, I uttered one long string of abuse against the miners of C. B. I am glad to think that he is likely the only miner in C. B. that thinks so, and glad also to believe that he is not a Cape Breton miner. If he were he might know that the better thinking among the C. B. miners prefer the wounds of a friend to the kisses of an enemy. He, so I infer, maintains that I as yet in their line, and triumphantly points to the fact that two miners have a conservatory each, and 'self' plants. I am sorry he went into details because the impelling motive in the construction of the conservatories may have been the love of florins and not the love of flowers. Being no dunce at sewage, and a dux at sanitation he tells me that some things are needed before gardens, sewage for instance. Possibly I am not so sure. If a man does not show a desire to make use of the opportunities at hand, those a little way off may not come to him. A garden here and there might show a desire for better things, and it is the expression of a desire for better things that brings better things. If there is not proper sanitation all the more reason for gardening, for those who work among flowers are furnishing for themselves a whole medicine chest. I am sorry that the vigor of Miner's pen is marred by being dipped in gall.

The local government has been strongly urged during the past two or three years to do something in the interests of higher technical education, to supplement, in short, by something better, the instruction given at the mining schools. Those who have most strongly urged the government to do something in this direction are those who gladly acknowledge the great good effected by the mining schools. These schools have served and are serving their purpose admirably, but with the advance in science of late years, with the vast changes in the modes of operating

our mines, with the increasing size of plants, with the deepening of our mines, the working of submarine areas, and generally the gratifying expansion in the coal trade, it is considered that some-thing better than the mining schools at the collieries are needed. From what I take to be a semi inspired article in the Sydney Record, the government are seriously at work on a scheme of improved technical education. The Record's outline of the government scheme is somewhat as follows:

1st. The schools are to be made a part of the educational system of the province under the supervision of the superintendent of education.

2nd. To establish at a central place in each mining district an institution, smaller than a college—but thoroughly equipped and in charge of experts in technical education.

3rd. That members Kendall, Gillies, McGregor, and Paul have the matter in hand.

When a score of years ago it was pointed out to Premier Fielding that the province was not ripe for his proposed central school he saw the point and gave us the mining schools. I wonder if the Murray government if it is pointed out that the province is now ripe for a central school will abandon the proposed small institutions. Of course. I have not the slightest idea what the government proposes to do. The technical educationists have been bawling loudly for stones, three to five in number. Some of us have been urging the government for a whole brass band. I hope it is not going to hand around four or more penny tin whistles. It will take a few words to convince me that the Superintendent of Education is the proper person to have supervision of the schools. The institutions are of money, means five equipments instead of one. And experts are to be the teachers. I wonder where they are to come from. Dalhousie finds the greatest difficulty in getting an expert when a vacancy occurs at one of its classes; where will the government get a dozen or more at a nod. I trust the government in trying to make a spoon won't 'spile a horn. Possibly I should have no fears. After the quartette from the mining counties have rendered their chorus, light may arise.

Some very wise writers in the Herald gave it in a dogmatic way some time ago that a perfect cure for the prevailing scarcity of loaders in Cape Breton, and in fact all over Nova Scotia, was higher pay. At the time I meekly suggested that was no certain remedy, as the number of available laborers was not sufficient to meet the demand and that if one section gave higher wages and obtained men it would be at the expense of some other section. And of course—I was right, or to be so dest, nearer right than the other fellows, who probably had only given the labor question a superficial study. We were told in a Halifax paper that our young men were leaving Nova Scotia on account of the high cost of coal and the low rate of wages, or if not for these for some other cause, which was within the power of the coal barons, or the local government, or somebody else to remove. The plain fact of the matter is that the young men are not leaving the farms, or the mines because things are in a dreadful way in this province, for the young men in the U. S. are likewise leaving the

farms, and the workmen generally are flitting about from place to place, not because things are not going well with them, but because they are fond of change, want to spy the land, and broaden their ideas, things they are enabled to do owing to the general prosperity prevailing and the consequent demand for labor. I have lately cut across the U. S. and what did I find. Notices on all sides for "Men Wanted." No fewer than a thousand men here, and 500 there, for laboring work; and 100 men here and ten there to do labor requiring skill. Here is a branch of one establishment running half time, and there a department in a manufacturing concern idle altogether because of the impossibility to secure hands. The migration from older to newer, from settled to partly settled settlements is due not to the unfavorable, but the —fortunately for the workmen —favorable conditions prevailing. All over the length and breadth of the land the one cry is heard, "labor wanted." Workmen never earned more than they are earning now—and they never spent more, and a good deal of what money they are spending is spent in travel. To those who thought the workmen were leaving Nova Scotia because the men were ill used I commend the following from a foremost U. S. Journal:—

"The fact is that the shortage of the supply of labor, both skilled and unskilled, is perhaps the greatest industrial problem of the present time. There is an enormous demand for commodities of all kinds and an insufficient means for producing the commensurate supply. There are immense projects halting along, or postponed indefinitely, because of inability to secure the men to do the work. To mention merely a few instances, the copper mines of large resources in Arizona, Michigan, and Montana are unable to increase their output further because they cannot get men. Several large projects of the reclamation service of the United States Geological Survey have had to be deferred for the same reason. Some of the railways have been obliged to increase the age limit in order to obtain the men necessary to handle the rapidly-increasing traffic. Wages in almost all branches have been materially increased, but nevertheless the shortage continues, and this condition exists in all parts of the United States. Truly, no one who wants to work need now be idle. A recent report of the Department of Commerce and Labor shows statistically that although the cost of living has increased to a higher degree, the earnings of labor have increased in slightly greater proportion. The situation as to labor is, we believe, the strongest feature in the present industrial activity, because it is unusual for the demand for human service so much to exceed the supply."

The sinking in No. 3 mine, Springhill, is now being pursued with vigor and a new lift will shortly be opened up in this slope which will give other two new lifts to the good in this slope. These new lifts will equal the best of any in this mine since leaving the surface.

CUMBERLAND RY. & COAL CO.

Shipments September 1906.....	29 164
" " 1905.....	32 834
Decrease " 1906.....	3 770
Shipments 9 mos 1906.....	212 491
" " 1905.....	294 730
Increase " 1906.....	17 761

Coal Shipments September, 1906.

DOMINION COAL COMPANY, LTD.

—Output and Shipments for August 1906.—

	—Output—	—Shipments—
Dominion No. 1	41 186	
Dominion No. 2	52 636	
Dominion No. 3	31 971	
Dominion No. 4	50 741	
Dominion No. 5	63 012	333 779
Dominion No. 6	14 468	
Dominion No. 7	12 028	
Dominion No. 8	23 271	
Dominion No. 9	34 420	
	323 733	
Shipments September 1906.....		333 779
" " 1905.....		299 402
Increase " 1906.....		34 377
Shipments 9 months 1906.....		2 426 474
" " 1905.....		2 123 157
Increase " 1906.....		303 317

NOVA SCOTIA STEEL & COAL CO.

—SYDNEY MINES.—

Shipments September 1906.....	68 664
" " 1905.....	53 931
Increase " 1906.....	14 733
Shipments 9 months 1906.....	489 141
" " 1905.....	372 069
Increase " 1906.....	108 042

INTERCOLONIAL COAL CO.

Shipments September 1906.....	19 341
" " 1905.....	19 755
Decrease " 1906.....	414
Shipments 9 months 1906.....	209 946
" " 1905.....	139 429
Increase 9 " 1906.....	70 517

ACADIA COAL CO.

Shipments September 1906.....	22 918
" " 1905.....	26 514
Decrease " 1906.....	3 601
Shipments 9 months 1906.....	191 268
" " 1905.....	189 084
Increase " 1906.....	2 184

INVERNESS RAILWAY & COAL CO.

Shipments September 1906.....	22 765
" " 1905.....	14 745
Increase " 1906.....	8 020
Shipments 9 months 1906.....	140 070
" " 1905.....	94 702
Increase " 1906.....	45 368

AROUND THE COLLIERIES.

A drill hole is being put down at International to test the quality and the thickness of the Emery seam at this point. A Calyx drill is employed.

The labor situation in C. B. has improved considerably, of late, by the return of men from the fields and the fisheries. And now a cry for labor comes from Pictou.

Nova Scotia has a solid contingent at Ottawa, and yet evidently St. John, N. B. rules the lower provinces' roost. The east is long suffering, and is accordingly imposed upon.

The representative of the British Board of Trade sent through Canada to investigate trade conditions, has returned to Winnipeg full of enthusiasm over the rapid growth of the west. The one cry everywhere, he says, in every occupation is more men.

Mr. Jas. Ross spent some pleasant days around the Dom. Collieries in an effort to get onto the hang of things. He went pretty closely into some matters, but made no further changes in the staff. It were perhaps better for all concerned if Mr. Ross visited oftener and stayed longer.

The Allan Shafts continue to be a scene of bustle and activity. A few days cribbing and the No. 1 shaft will be ready for the superstructure, but to complete the necessary pit head buildings will be a matter of months. Mr. Harry Coll may well feel pleased over the completion of the concreting of the No. 1 shaft. It looks solid and indestructible. The concrete piers for the bank-head buildings will be completed this week.

About 200 boxes per day come from the No. 2 Allan Shaft. This coal comes all from close, or development work. The east level is in 1000 feet and the first balance is being driven. Owing to the angle of the coal at this point the coal will come down the balance by a chute. Development work will be the order of the day for a considerable time. The levels are being pushed on both sides, and the drift connecting the two shafts is making progress.

A new and larger pump house has been constructed at the 3000 ft. lift, No. 2 slope, Springhill, where a larger pump of the Blake pattern will be installed together with a Jeansville duplicate pump as an auxiliary. These together with the large Cameron pump now doing duty in this section makes assurance doubly sure that no flooding of the mine will occur this season or later.

An indiscreet disciple of the Coo's school gave it out that there were things going to happen at the Drummond colliery between the 20 and 25th. Sept. and as a consequence many were a little shy of going into the mine and a few stayed off from work. These senseless predictions are a source of much annoyance and if the originators are discovered they will certainly suffer criminal prosecution.

The output of Dom. No. 7 is five to six hundred tons daily. For a wet seam the mine is in good order. Two new pumps are being installed to be run by electricity. A system of piping is being laid on the surface for fire protection. Mr. Hudson the former manager and his family have removed to Toronto. The Stirling House vacated by Mr. Hudson is occupied by Dr. Jakeman.

Work is steady at the Springhill collieries except for loss of time by the men. This as has been proved is the most prolific source of worry to the men and company, and a great loss to both. The management can not run the mine without their due compliment of men and boys, and these men and boys who wish to work steady lose work through the loafers. We are too prosperous.

Typhoid fever is again epidemic in Springhill. The Cottage Hospital is full to overflowing with fever patients and numerous cases are reported from all sections of the town. Several deaths have occurred, and many of the cases are very serious. Lack of sewerage; lack of rain; cleaning of ditches; hot weather suddenly changing to cold; a turn of the season, etc., are some of the reasons ascribed for its sudden appearance. The town council is bending all its energies to improve the sanitary condition with some measure of success.

The Dominion Coal Co'y. ranks as the seventh largest producer of coal on the American continent, with the chances that this year it may take sixth place. The distance between it and the two largest producers—the Pittsburgh Coal Co. and the H. C. Frick Co., with eleven million tons each to their credit—is very great, but not so very great between the fifth the Rochester and Pittsburgh Co., with three million six hundred thousand, while it almost is a tie with the sixth—the Key-rod stone Coal Co. with about three million two hundred thousand. As regards number of employees the Dom. Coal Co. ranks fifth.

Some eight hundred men are on strike at Fernie and Michel. President Mitchell and another official of the U. M. W. have gone to Fernie in an effort to straighten things out. The chances are that a settlement could much more easily be effected without their mediation. It will be interesting to watch the outcome. Misunderstandings at Fernie between the miners and the company are not infrequent. There is talk of the strike extending to the miners in the Rossland district. What the gold miners and the coal miners hundreds of miles distant from each other may have in the way of a common difference is hard to guess. The U. M. W. might try to negotiate matters a little better in its own domain before coming to Nova Scotia to give us instructions as to how we should manage matters.

AROUND THE COLLIERIES.

On the 1st. of Oct. the haulage rope at Dom. No. 3 broke, causing an idle day. Very little damage was done.

Mr. R. J. Bell, manager of the Port Hood colliery, is off on a fortnights vacation. He will visit Montreal, Toronto, and other points in Ont.

There is considerable narrow work being done at the present time at the Port Hood Colliery. The sinking of the slope another lift is in progress.

The present output of the Port Hood colliery is a little over two hundred tons a day. There is no difficulty in effecting sales, as the coal is giving satisfaction to purchasers.

The Cape Breton coal merger, like the ubiquitous Mullins seam has its frequent outcroppings. The merger has emerged once again, the same old merger on a somewhat lower pitch.

Two 300 gallons per minute centrifugal pumps have been installed in the pump room at No. 9. They will be run by an electric motor receiving power from the central station at Dom. No. 2.

The new dynamo and engines at Dom. No. 2 are now running, and at present are supplying light to Dom. No. 2, 5 and 7 mines which for sometime were supplied with current from Glace Bay town.

Too bad that the P. W. A. turned down with scant ceremony the Herald and its hosts, who during the past months have been so eager to put the feet of the members of that society on the right path.

The output of Dom. No. 5 was considerably improved in September, but the mine still suffers from scarcity of loaders. The work of driving the pit bottom in the Emery seam from the new No. 10 shaft is proceeding actively.

The difficulty between the mechanics and company has been amicably settled and serious trouble averted. Wise council prevailed. It is said on good authority that in a multitude of councils there is wisdom. It does not however always hold good, in Springhill.

Although loaders are very scarce Dom. No. 1 is producing 2,000 tons daily. Much timbering is being done on the main haulage ways and travelling roads. This is necessary from the fact that the hardwood booms put in after the fire have all become unsound, giving little support.

The sinking in No. 3 mine, Springhill, is now being pursued with vigor and a new lift will shortly be opened up in this slope which will give other two new lifts to the good in this slope. These new lifts will equal the best of any in this mine since leaving the surface.

Rev. James Carruthers visited Springhill lately in the interests of the Dalhousie mining classes. He had a conference with a committee of the members of the Maritime Mining Students Institute, and arranged for classes for this year. We wish the scheme every success.

Some of the miners from Pictou who went to Inverness have returned. They admit good wages can be made but, as in Westville they do not use explosives and as at the Albion flameless powder is used the Pictou men found the smoke of black powder a little too strong for them.

The grading of No. 2 slope, Springhill, between the 3000 and 3800 lift is progressing very favorably and tramway connection is rapidly nearing completion. The slope will be sunk to another lift as the present lowest levels will not be utilized from No. 2 slope but will be worked from No. 5 slope.

During the fall and winter months the energies of the Port Hood colliery management will be bent towards putting the mine in shape for a greatly increased output of the best coal in 1907. A considerable area of coal already developed will be abandoned as the coal in the work being developed is of an improved quality.

Mr. McEachren of International mine, Dom. No. 8 had a vacation in Pictou Co. The International is making an excellent showing this year, especially when it is considered that some papers gave it out that the mine was all but exhausted. Mr. McEachren's health is greatly improved and he can get around quick.

Lately two boxes of coal were weighed in the pit bottom of Dom. No. 4, in the presence of the P. W. A. committee, and officials of the Dominion Coal Co. and afterwards weighed on the scales on the bank. The weight showed no variation. This was done to satisfy some of the workmen who thought the scales were against them.

Dom. No. 6 output is gradually crawling up and averages about 800 tons per shift. Things are running smoothly between management and men. Machine work is now the system both in rooms and longwall. Mr. Mitchell and family are residing here. The coal from the mine looks fine being very well cleaned on the wide picking belts.

Some of the Cape Breton mine superintendents and other officials have been on short vacations. Norman McKenzie has been at Inverness and Halifax. Macdonald of Caledonia was in Halifax betting on Cowans' horses, and Mr. Beaton of the Harbor seam was in Halifax, Thorburn and Stellarton. All of them no doubt will go back with broader ideas as a result of observations while on travel.

The trouble at the Crow's Nest Mines is over non-union men. It seems that the company have a strong case and that the men were not made fully acquainted by their leaders with the terms of settlement in 1905. It is said that at a conference between the members of the conference committee, which framed the agreement, and the management the former admitted the correctness of General Manager Lindsays' statement that it was then promised and undertaken that there should be no discrimination between union and non-union men, and that a strike over such point could not take place. Notwithstanding, the district officers declare that the men will not be permitted to go to work until all has joined the Union. Not permitted. That is a curious way to put it. Had the committee said, speaking for the men—the men will not go to work,—it might have been all right, but not to be permitted is as much as to say that the men must do what the officers say. Some folks say you can't make people sober by act of parliament. Why not? If unionists can make non-unionists union men by compulsion, why not parliament tipplers sober men by similar means. This idea of compulsion could be extended in various directions. For instance: If willing men can be restrained from working, why could not unwilling workers be constrained to work with better regularity. The pretext for compulsion in such a case would be "the good of the whole" for of a surety wasted time is lost profit, and lost profits mean that workmen in some way have to make good the loss.

It is said the Maritime Coal Co. have made a contract with the Canadian Westinghouse Co. for the installation of a big electrical plant at the Chignecto mine. The Westinghouse people will supply a 750 horse power generator and transformer and other necessary apparatus. The coal will be burned in furnaces alongside the mine, and the electricity generated at that point. It is proposed to supply the factories in Amherst with electric power and eventually the current may be supplied to places as distant as Moncton.

The Dominion Coal Co. has a contract with the Boston and Maine Ry. to deliver 50,000 tons of coal at Portland, the coming winter. About 10,000 will be forwarded monthly.

Miners Wanted.

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WANTED!

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AT THE

Chignecto Mine.

David Mitchell,

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Gen'l Manager

**WIRE
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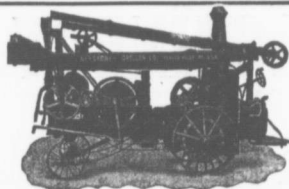
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**Percussion Core Drill Attachment
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Catalog No. 2 B. is a book on the subject.
We make Water, Oil & Test Well Drillers
for all depths and purposes.

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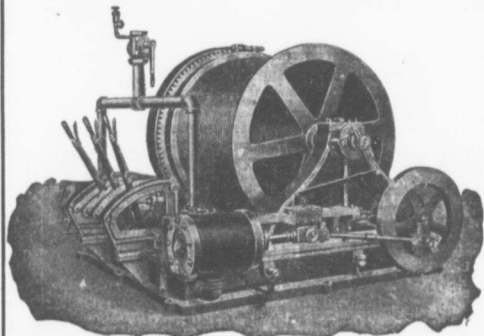
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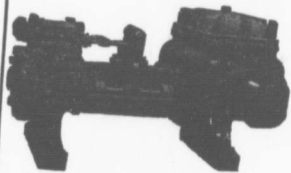
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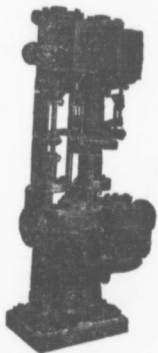
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**We make pumps for all Purposes,
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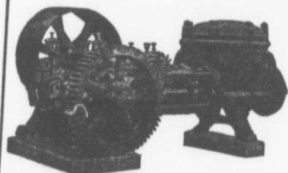
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Montreal, Toronto, Winnipeg, Vancouver.



Synopsis of Canadian North-West. Homestead Regulations.

ANY new numbered section of Dominion Lands in Manitoba or the North-West Provinces, excepting 8 and 30, not reserved, may be homesteaded by any person the sole head of a family, or male over 18 years of age, to the extent of one quarter section, of 40 acres, more or less.

Application for homestead entry or inspection must be made in person by the applicant at the office of the local Agent or Sub-Agent.

An application for entry or inspection made personally at any Sub-agent's office may be wired to the local Agent by the Sub-agent, at the expense of the applicant, and if the land applied for is vacant on receipt of the telegram such application is to have priority and the land will be held until the necessary papers to complete the transaction are received by mail.

In case of "personation" the entry will be summarily cancelled and the applicant will forfeit all priority of claim.

An applicant for inspection must be eligible for homestead entry, and only one application for inspection will be received from an individual until that application has been disposed of.

A homesteader whose entry is in good standing and not liable to cancellation, may, subject to approval of Department, relinquish it in favor of father, mother, son, daughter, brother or sister, if eligible, but to no one else, on filing declaration of abandonment.

Where an entry is summarily cancelled, or voluntarily abandoned, subsequent to institution of cancellation proceedings, the applicant for inspection will be entitled to prior right of entry.

Applicant's for inspection must state in what particulars the homesteader is in default, and if subsequently the statement is found to be incorrect, in material particulars, the applicant will lose any prior right of entry, should the land become vacant, or if entry has been granted it may be summarily cancelled.

DUTIES.—A settler is required to perform the conditions under one of the following plans:—

(1) At least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father or mother, if the father is deceased, of a homesteader resides upon a farm in the vicinity of the land entered for by such homesteader the requirement as to residence may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirement may be satisfied by residence upon such land.

Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa, of his intention to do so.

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

COAL. Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,200 pounds shall be collected on the gross output.

QUARTZ. A free miner's certificate is granted upon payment in advance of \$5 per annum for an lot vital, and from \$20 to \$100 per annum for a company according to capital.

A free-miner having discovered mineral in place, may locate a claim 150 x 150 feet.

The fee for recording a claim is \$5.

At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 per acre.

The patent provides for the payment of a royalty of 1-2 per cent on the sales.

Place mining claims generally are 100 feet square; entry fee \$5 renewable yearly.

A free miner may obtain two leases to dredge for gold of five miles each for a term of twenty years, renewable at the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles. Rental \$10 per annum for each mile of river leased. Royalty at the rate of 1-2 per cent collected on the output after it exceeds \$10,000.

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Deputy of the Minister of the Interior.

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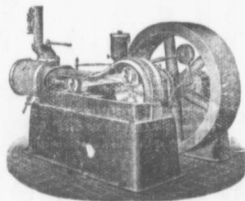
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EASTBOUND			STATIONS.	WESTBOUND		
Read Down				Read Up		
No. 52 a. m.	No. 54 p. m.			No. 53 p. m.		
L 11 10	L 3 50	P	TUPPER JUNCTION	A 10 55	A	3 55
R 11 16	R 4 00	P	PORT HAWKESBURY	S 10 58	L	3 57
A 11 35	A 4 15	P	PORT HASTINGS	L 10 41	L	3 10
L 4 18			TROY	P 10 30		
F 4 30			CREIGNISH	S 10 08		
S 4 43				P 9 53		
F 4 55				P 9 33		
F 5 10				P 9 22		
F 5 23			CATHERINES FOND	L 9 08		
A 5 38				A 9 00		
L 5 43			PORT HOOD	P 8 45		
F 5 58			GLESCOE	S 8 15		
S 6 11			MARIT	P 8 15		
F 6 23			GLENDYRE	P 8 15		
F 6 50			BLACK RIVER	S 7 50		
S 7 07			STRATHLOUNE	L 7 37		
A 7 36			INVERNESS	L 7 30		
				S 6 50		

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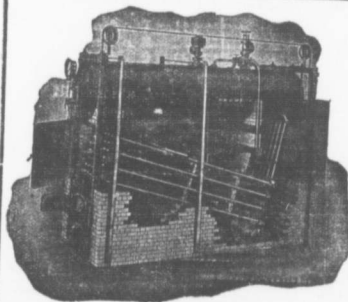
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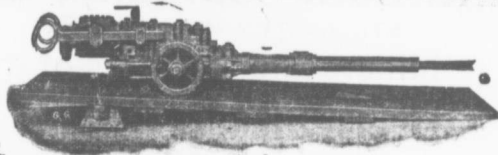
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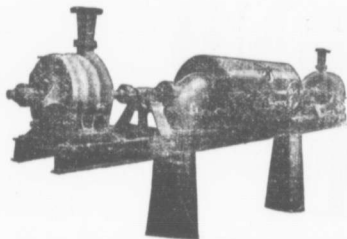
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Worthington Pumps for
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Mill Machinery

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RAILWAY AND

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—Miners and Shippers of the Well Known—

FRESH MINED SPRINGHILL COAL

... ANALYSIS ...

	NO 1	NO 2	NO 3
Moisture.....	2.02 %	1.41 %	2.71 %
Volatile combustible matter	18.94 %	27.93 %	28.41 %
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	58 %	.79 %

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Dominion Coal Company, Ltd.

Miners of
 Bituminous Coals, the celebrated "Reserve" coal for household use, "International" Gas coal, and the best Steam coal from its collieries on the Phalen seam.

—Yearly output 3,500,000 tons.—

ANALYSES.

ANALYSES OF GAS AND STEAM COAL MADE BY J. & H. S. PATTINSON, CHEMISTS,
 —NEWCASTLE, ENGLAND.—

	STEAM COAL.	GAS COAL.
CARBON.....	80 18 per. cent.	77 51 per. cent
HYDROGEN.....	5 11 " "	5 22 " "
OXYGEN.....	7 34 " "	6 72 " "
NITROGEN.....	1 16 " "	1 27 " "
SULPHUR.....	0 56 " "	3 07 " "
ASH.....	2 30 " "	4 10 " "
WATER.....	3 35 " "	2 11 " "
	100 00	100 00

Caloric Power of Steam Coal:—Pounds of Water evaporated from 212 per cent Fah, by one pound of the coal as determined in Thompson's Calorimeter,—14.8 lbs.

Shipping facilities at Sydney, and Louisburg, C. B., of most modern type. Steamers carrying
 —6000 tons loaded in 24 hours.—

Special attention given to quick loading of sailing vessels. Small vessels loaded with
 ↗ quickest despatch. ↘

:: BUNKER COAL ::

The Dominion Coal Co. has provided unsurpassed facilities for Bunkering Ocean going Steamers with Dispatch. Special attention given to Prompt loading Steamers of any Size are bunkered without detention.

But Improved screening appliances lump coal for Domestic trade is supplied of superior quality.

Prices, Terms, etc. may be obtained at the Offices of the Company.

ALEXANDER DICK Genl. Sales Agent, Glace Bay, N. S., Can.

DOMINION COAL COMPANY, LIMITED,
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112 St. James St., Montreal, Que.
 171 Lower Water St., Halifax, N. S.
 Quebec, Que.

—and from the following agents—
 R. P. and W. F. Starr, St. John, N. B.
 Harvey & Co., St. John's, Newfoundland.
 Hull Blyth & Co., 4 Fenchurch Avenue, London, E. C.

Peake Bros. & Co. Charlottetown, P.E.I.
 A. Johnston, and Co., Stockholm, Sweden.

G. H. DUGGAN,

2nd. Vice President