

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

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

New Series Vol. 10 No. 4 August 28th. 1907 STELLARTON, N. S.

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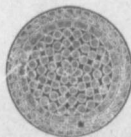
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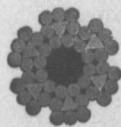
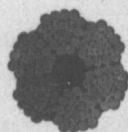
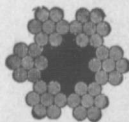
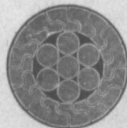
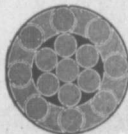
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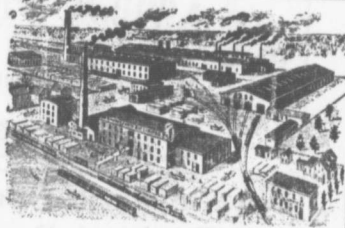
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78 Mixed from Hopewell	6.55
61 Express from Pictou	7.30
18 Express from New Glasgow	7.35
21 Mixed from Hopewell	7.35
65 Mixed from Trenton	7.35
28 Mixed from New Glasgow	8.00
67 Mixed from Pictou	10.25
66 Mixed from Mulgrave	10.40
19 Express from Halifax and St. John	12.15
129 Mixed from Pictou	12.45
85 Express from Halifax and St. John	15.25
20 Express from Sydney	15.30
149 Mixed from Pictou Landing	16.50
101 Mixed from Pictou Landing	18.10
22 Mixed from Hopewell	18.40
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86 Express from the Sydney	19.40
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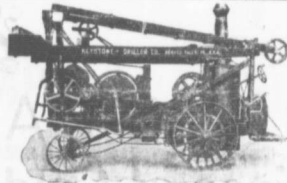
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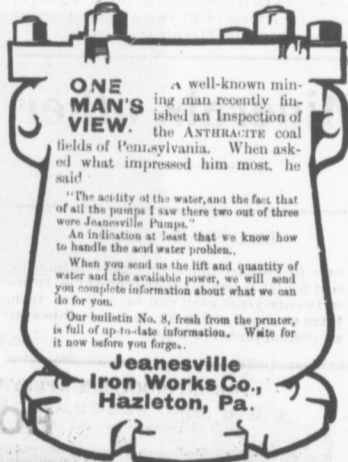
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over five square miles for eighteen months, cost \$30.00; leases for four renewable terms of twenty years each can be selected from them at a cost of \$50.00, and are subject to an annual rental of \$30.00

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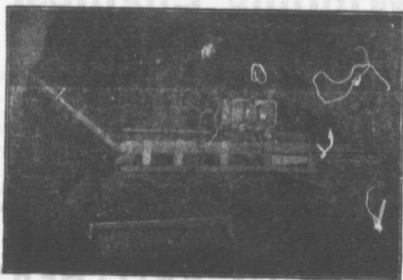
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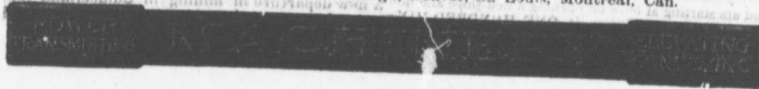
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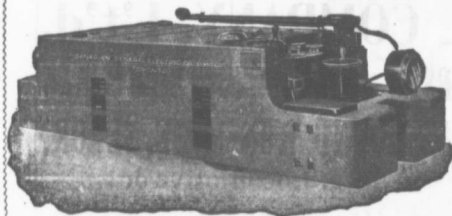
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Important Notice.

The Maritime Coal Ry. & Power Coy., having taken over on June 1st., the Joggins Mine and Ry. and are starting at once on opening a new slope and doing large repairs. They want **ONE HUNDRED MINERS AND LABORERS AND TWENTY CARPENTERS.** Apply at Joggins or Chignecto.

We understand that the Stratheona Coal Co. have received their air compressor, and are getting ready to install it immediately. This will be a new departure in mining in Cumberland Co., as at the present time there is no machine mined coal being produced in the county.



MARITIME MINING RECORD

Vol. 10, No. 4. Stellarton, N. S., Aug. 28th, 1907. New Series

MUNICIPAL TRADING.

As this subject is engrossing at the present time the minds of many reformers, it may be profitable to give the opinion of one who is considered an expert on the subject. Major L. Darwin—son of the famous evolutionist—lately delivered an address in Montreal before the Canadian Club. The following is an account of the proceedings copied from the Montreal Witness:—

He came across from England in order to give a series of lectures on municipal trading at Harvard, and the most frequent question he had encountered on this side, he said, was whether or not municipal trading paid in England. In order to get a correct impression it was necessary to consider average results. These could be obtained from an English parliamentary return of 1902.

Considering the bulk of municipal trading in England as a huge trading concern, the capital involved was \$600,000,000, upon which a gross return of \$23,000,000 a year was earned, amounting to a little less than four per cent. But, according to English law, not only had interest on all debts incurred to be paid, but a sinking fund must be provided, so that in the course of twenty or forty years these debts would be wiped out. The sinking fund and interest in 1902 amounted to \$21,000,000, so that only about \$2,000,000 was left as profits for the municipal treasuries. But as time went on the demands of interest and sinking fund would gradually decrease, so that at first sight it looked as though the English municipal enterprises were making a slight profit, which would considerably increase in a few years.

But there were many other things on both sides of the question to be considered, some tending towards a brighter view, and more which gave the opposite effect. At the time this return was published, a considerable portion of the original debts had been paid, amounting to about \$100,000,000, or which neither interest nor sinking fund had to be provided. Therefore, if interest in sinking fund had to be provided on the original \$600,000,000, it would amount to more than \$23,000,000, making a small loss instead of a small profit.

This being the case, any city considering

the advisability of municipal ownership must anticipate that during twenty or forty years while it would be paying interest and sinking fund there would be a small loss to be met by taxation.

Manchester said it made a great profit out of its street railways. But the point was not whether that profit was great, but whether it was greater or less than could have been made from a company had it been let to one. Further, if the average English town had to meet a certain annual loss during the sinking fund and interest period, that loss must be still further increased, since allowance had not been made for the rent which might have been drawn from the private company, had it been permitted to undertake the work.

"It really means," said Major Darwin, "that you are drawing money from the people and investing it in municipal enterprises, which will doubtless in the end earn some return for it, but that return might be obtained just as well if made in anything but municipal industries; and the return might just as well have been made by allowing the money to stay in the pockets of the people to invest for themselves."

After studying the English returns, Major Darwin had concluded that the English cities were being taxed to the extent of one per cent. on the investment in municipal enterprises; so that the net result was a slight loss to the people of the country.

Again, there was a less definite loss, which was seldom considered. That was, companies operating under a franchise were compelled to adhere to a scale of prices. But a municipality could fix its own charges, and the moment it made a higher charge than a company would, it threw direct burden upon the people, which was an important factor in considering the ultimate profits or otherwise of the investments for the people. If these direct and indirect losses were considered, it would be hard to make out a case for municipal ownership; but these vital points were generally overlooked.

Necessity of Public Control.

Major Darwin also thought the management of a municipal enterprise, so far from be-

ing more economical than that of a private company, was just the reverse. Apart from the employees having to vote for the election of their masters, in addition, there would be a probable tendency to please the workmen by lowering the pay of the higher salaried officials, which would also be an economic blunder. And still worse, there would be an absence of the stimulus of personal gain, which meant so much in any enterprise.

A still further reason was that the council was a governing political body elected along political lines, and, therefore, not at all likely to have as many good business men in its composition as a board of directors in a business company.

But the financial question was not all. The strongest argument in favor of municipal trading was that the civic officials, caring less for pure profit, were likely to pay more attention to questions of health, comfort, and morality. In some cases this was an overwhelming argument, especially where the supply was a matter of vital importance, or that public control of it was a vital necessity, such as waterworks, public baths, wash-houses, burial grounds and slaughter houses. This, however, did not apply to industries in general, where the public wanted a cheap and efficient supply, which was generally provided by competitive dealing.

Even here, however, public control was needed to prevent monopolistic encroachment, and Major Darwin considered that it would be part of wisdom on franchise holders to grant this control without delay, lest, by holding what they had, they lost it all by compelling municipal ownership. The main danger in municipal ownership, to his mind, was the danger of corruption.

INVESTIGATION OF MINE EXPLOSIONS.

The Fuel Division of the U. S. Geological Survey are about to engage in a work which may tend to lessen the sacrifice of life in coal mines. The Coal Trade Journal says:

Plans have been drawn for an experimental station where tests of dynamites and powders used in blasting will be made to determine their safety in the presence of fire damp and coal gas. Explosives of all sorts will be hurled by means of a mortar into a mammoth boiler-plate cylinder previously filled with gas, and the effects will be noted. If ignition fails after severe test, the explosives will be known as "permissible explosives," and their use urged upon mine owners.

There will also be experiments in rescue work. One part of the station will be fitted as a miniature coal mine and miners and operators taught how to save lives. In gas explosions hundreds of lives could be saved were it possible for the rescue party to enter immediately after the accident. Fire damp often holds

the men back for hours while their comrades are slowly being suffocated or burned to death.

The government experts have found an apparatus in Europe which enables the rescue party to enter any place where there is gas. The miniature mine will be filled with dense smoke and practical demonstrations with this apparatus will be made.

J. A. Holmes, chief of the Technology Branch of the Geological Survey, says:

"There seems to be no end to gas and coal dust explosions. Instead of growing less, these horrors appear to be multiplying. In 1906 the coal mine death roll in Pennsylvania was 500, and 250 died as the result of gas or coal dust explosions. The United States is behind Europe in safeguarding the lives of the men in the mines. England and Belgium, where the mines are notoriously full of fire damp, have had for years experimental stations, and in these countries there are but few casualties in the mines.

"There are a number of 'permissible explosives' in England, and these only may be used. In England, also, the 'limit charge,' which must not be exceeded, is employed. In the various States here there are few such regulations, and none in many States."

Coal dust rather than gas causes a large number of explosions. Officials of the Geological Survey have been watching the frequently recurring accidents in different parts of the country. Some of the recent mine explosions in one State—West Virginia—are as follows:

Red Ash, March 6, 1900, 100 killed.

Rush Run, March 18, 1905, 24 killed.

Bluefield Coal, Dale mine, January 4, 1906, 22 killed.

Paint Creek, Detroit mine, January 18, 1906, 18 killed.

Fayette County, Paral mine, February 8, 1906, 22 killed.

Phillippi Century mine, March 25, 1906, 26 killed.

Fayette County, Stewart mine, January 29, 1907, 82 killed.

Fayette County, Whipple mine, May 1, 1907, 21 killed.

The cylinder into which the explosive will be fired is to be made of heavy boiler-plate. Safety valves will be placed along the top and left unfastened, so that when there is an explosion they will fly open. A series of portholes on the side, covered with one-half-inch glass, will enable those conducting the experiments to witness the explosions from the observation house 60 feet away, from where the steel mortar will be fired.

There is quite a lot of construction work going on in the Joggins Mines at the present time. The New Slope is making good progress; while the branch railway from Fundy to the new slope, under contractor Wheton, is going along rapidly.

MEN GROW STRONG WITH LABOR.

This is an age of business, and there is danger that the higher interests of men will be submerged and choked out by the crowding concerns of our money-seeking civilization. The refinements of art, the beauty and glory of nature, the power of repose, the adventure of the ideal—all these things should be parts of a fully rounded human life; all these things should have a place in a career that is worth while, thus enlarging life's scope.

Mere material success usually is lop-sided. It is not long ago that Andrew Carnegie, our Bismarck of business, delivered a weighty utterance upon the insufficiency of wealth as an ideal aim in life. "Money," said Mr. Carnegie, "does not make a man happy. I would give up all wealth I have rather than be denied the pleasures that come from the study of literature and art. If Shakespeare and Wagner, the mountain peaks of literature and music, were taken out of my life, life would be poor indeed."

Here is testimony, competent, relevant and pertinent—the testimony of a disinterested witness, writes Edwin Markham. Here are texts for many serious meditations. These doctrines cry out against a soul-suffocating absorption in business, but do they set the word of approval on an idle life? Do they mean that work is a misfortune to beoman, an incubus to be shaken off? Is Labor the Old Man of the Sea astride the bended back of Life? Nay, verily.

We are outgrowing the crude tradition that work is a curse, a hindrance to a complete life. It is the mark of a shallow thinker to fancy that, if it were not for work, life would break open around him into beautiful satisfaction.

There is no curse of work—work that is not slavish drudgery; for work is as normal to man as play is to a tiger's cub. But in the ashes of hope there is a curse upon the paradise of the idle, deep as the dust of graves.

So the chief concern of every man should be to become oriented—to find out his errand to the earth. This is a part of the obligation laid upon every soul. The animal does not have to seek for its mission, does not have to find its way. In normal conditions, the animal is pushed on in the path of its fore-ordained career, but man must co-operate consciously with the powers that make for his progress and his peace.

One look into life makes clear the fact that man is not here to roll as an aimless stone down a swift river. No; he is not here to drift with the stream, but to turn the course of the stream. He is not here to be bent by the world, but to bend the world.

Into the destiny of things he comes as an

other fate to seize the raw materials of life and mould them nearer to his heart's desire. He is here to affirm, to create, to compel nature to higher issues, and to write large his autograph on a page of history.

It is his to find the wilding crabapple in the Asian forests, and to transform it to the bell-flower and the greening of our orchards; his to transform the sneaking wolf into the faithful collie and the benevolent St. Bernard; his to transform the arid desert, the reeking swamp, to the busy city, the whitening wheat field; his to command the irresponsible lightnings and yoke them to fetch and carry our words, our burdens, ourselves.

Do we smile at the old myths? If so, we are forced to be serious in the presence of one of them—the old story of the terrible Erimys, the three secret goddesses who ever were alert to punish those who escaped or defied the law. There is a dread truth in that old tradition. In the deep chambers of nature there are avenging powers that no wealth can bribe, no cunning evade.

The punishment of the idler is doubly deep because his crime is a double crime; he sins against himself and against society. He fails to express himself; and at the same time he fails to render to others any return for his food and shelter. The deep life law is founded on the Golden Rule, the principle of reciprocity. If we take, we must give. Failure to obey this divine mandate is the chief cause of all the sorrows and disasters of individual and of social life. It is the observance of this law that swings the world in its harmonies and makes possible the heaven of heavens.

In proportion to the alleged growth of democratic feeling is the ever increasing desire of the suburbs to get into the fashionable intelligene.

A new kind of timber closely resembling yellow poplar, has been discovered in the Southern States of Virginia, Florida, Texas, Arkansas and also in Missouri.

INTERCOLONIAL RAILWAY.

Return Tickets will be sold at

**First Class
One Way Fare.**

Good going August 31, Sept. 1, 2, and returning until
September 3rd. 1907.

To all stations on Intercolonial, Prince Edward Island, Dominion Atlantic, Inverness Railway and Coal Co., Halifax & Southwestern Railways, Sydney & Louisburg Railway, Cape Breton Railway, and to Detroit, Port Huron, Sault Ste. Marie, Michigan, and Fort Arthur, Ont., and points on the Canadian Pacific and Grand Trunk Ry. east thereof.

**LABOR
DAY,
SEPT. 2nd.
1907.**

THE SPRINGHILL STRIKE.

What is the strike about? To one who has not had the opportunity of reading all the literature that has appeared on the subject it looks a little as if the strike was against the decision of a majority of the Arbitrators in the "Stone in Pillars" question. The following is a copy of the correspondence which ensued the two weeks previous to the strike, and Record readers can form their own conclusion as to what the row is about:—

Springhill, N. S., July 18th, 1907.

In the matter of the Industrial Disputes Investigation Act 1907 and the cases between Pioneer Lodge No. 1, and the Cumberland Railway and Coal Co.

J. R. Cowans, Manager, Mines Department,

Dear Sir:—I have to inform you that the report of the Board of Conciliation and Investigation appointed under the above mentioned Act, was read at a largely attended special meeting of Pioneer Lodge last night, and that the Lodge decided by a very large majority (secret ballot) not to accept or abide by the finding of the Board in the "Stone in Pillars" case. I remain faithfully,
Wm. Watkins, Secy, Pioneer Lodge, No. 1, P.W.A.

Springhill, N. S., July 22nd, 1907.

Mr. J. R. Cowans, Genl. Mang. C. Ry. & Coal Co.
Dear Sir:—I have been instructed by a meeting of Sub-Council held at Macaan on the above date to notify you that unless you pay for stone in pillars at the rate of 4c. per inch as per agreement of 1890 that Pioneer Lodge has permission to cease work at the time decided upon by themselves. I remain yours truly,

Joseph B. Moss, Sub. Sec.

Springhill, N. S., July 23rd, 1907.

Joseph B. Moss, Esq., Gd. Sub. Secy., P. W. A.

Dear Sir:—I beg to acknowledge receipt of your letter of 22nd. inst. and in reply would advise you that the report of the Board of Conciliation and Investigation in the matter of Local Stone states, viz.—"The agreement of the 19th. August, 1890, providing for compensation for stone in pillars, as modified by the subsequent oral compensation long acquiesced in, to the effect that the computation of the compensation for stone was to be made by taking an average width of 8 inches, where there was stone exceeding four inches, and allowing a flat rate of two cents a box, has not been violated by the Company nor has the said modification, but the same are being carried out. The claim and contention of the employees in respect to the local stone should be rejected." Yours truly, J. R. Cowans.

Springhill, N. S., July 23rd, 1907

Mr. J. R. Cowans, Mang. C. Ry. & Coal Co.

Dear Sir:—A large meeting of Pioneer Lodge No. 1, P. W. A. was held this evening to receive the Sub-Council report re "Stone in Pillars" case. In the report, permission was given the Lodge to take such action it deemed advisable; that is to cease work at any time unless payment for stone in pillars is made at the rate of 4cts per inch per lineal yard. After careful consideration it was resolved by vote that unless this demand is con-

ceded the men will cease work at the end of the day on July 31st, 1907. Also resolved that the Secretary notify you of this decision. Yours truly
Wm. Watkins, Secy, Pioneer Lodge No. 1, P. W. A.

Springhill, N. S., July 29th, 1907.

Wm. Watkins, Esq., Sec'y Pioneer No. 1 P. W. A.

Dear Sir:—Your letter of 23rd. inst. duly received. Miners are already being paid for the claim therein made. This was determined by the Board of Conciliation, and it is needless to say that I am very much surprised and disappointed at the stand the Lodge has taken, especially in the face of the determination, which the company accepts to its fullest extent. The Board investigated this dispute, as you know, on the application of your Lodge. Yours very truly

J. R. Cowans.

DOMINION IRON AND STEEL PLANT.

A visit to the Dominion Iron and Steel plant by a Post man, ushered the scribe into a scene of activity that has not been surpassed since the inception of the big works. All the departments are working double shift, and tuned to the highest tension of their producing capacity.

The rod mill is averaging three hundred tons of material a day, and is taxing the billet mill its limit to meet its demands.

The rail department has for the past three weeks been working on the McKenzie & Mann order, and is averaging 900 tons of rails every twenty four hours. The yard outside the mill has a heavy stock of rails for this company on hand, and cars of the Canadian Northern are daily taking away consignments. The two Bessemer furnaces which have been giving complete satisfaction since their installation, are at present 'down' having new fire brick linings put in, they will be going full swing by the end of this week.

At the open hearths and blast furnaces every body is as busy as can be, the four big melters being worked to their limit turning out metal.

Behind the blast furnaces thousands of tons of iron ore, dolomite and coke is stored ready to be put through the process at a moment's notice.

The piers are daily busy loading and discharging steamers, and it is evident to even the most casual observer that everything is moving along in a well oiled groove of business and discipline. Sydney Post.

INTERCOLONIAL RAILWAY.

SPECIAL FARES

—TO—

TORONTO EXHIBITION

August 26th. to September 9th., 1907.

Return tickets from all stations, Campbellton and East, including the Prince Edward Island Railway.

FIRST CLASS, ONE WAY FARE,

August 22, 24, 26, 27, 28, 29 and 31—Sep. 3 4 and 5.

SPECIAL EXCURSION FARES TO TORONTO.

August 23 and 30, From Stellarton \$21.25

All tickets good to return, leaving Toronto, September 11th, 1907

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 \$1.30 a year.

Single Copies 5 cents.

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

August 28

OLD AGE PENSIONS.

At the last session of the Local Legislature an Act was passed authorising the government to appoint a commission to enquire into the subject of old age pensions. The members of the commission lately appointed are: W. Crowe, Barrister, Sydney, Chairman; R. Drummond of Stellarton; Stephen B. McNeil, Glace Bay and W. Hodge of Springhill. As defined in the Act the duty of the commission shall be "to examine into and report upon the feasibility of adopting some scheme providing old age pensions for workmen and particularly for such workmen as have either by themselves or in conjunction with their employers established benefit or relief societies, and shall also examine into and report upon the organization and administration of all societies formed under the provisions of Chapter 33 "The Revised Statutes of Nova Scotia, 1906." If the commission enquires into the workings of all the societies formed under Chapter 23 then it has some work before it as such societies have been formed at nearly all the collieries of the province. A question for the commission to decide will be whether Odd-fellows or Foresters societies and societies with similar objects will come within the scope of the enquiry. In some localities, take Stellarton, Westville, Springhill etc., the members of these societies are nearly all "workmen" and yet as they did not form the societies as members of a particular work or factory, it may be that they are excluded. No doubt, however, the commission will take steps to obtain the views of the members of 'fraternal' societies on this big subject. The commission will meet immediately to organize and formulate a plan of procedure. It is likely the commission will hold meetings at three or four of the more important industrial centres. All persons interested in the subject and who wish to present their views will no doubt be welcomed by the commission.

NORTH ATLANTIC COLLIERIES, LTD.

This company having been regularly organized and all legal and other formalities having been gone through has begun with energy to carry out the programme published exclusively, as the newspapers would say, in the Record several months ago. Mr. Richardson, a Mining Engineer from England is in charge of operations and he will likely have as manager Mr. Wilson—coal inspec-

tor for the Dominion Coal Co.—of Glace Bay. The company is going to do no shouting nor make big pretensions. It will do its business quietly and systematically and, what is of vital importance, conduct operations with a due regard to economy. Mr. B. F. Pearson has assumed, until the first regular meeting of the shareholders, supreme control, and so far he is doing remarkably well. From conversing with him one gathers that he has been reading up on coal and coal mining, and one may also gather from the ease with which he flings around mining phrases that he has been pumping the authorities great and small from Hiram Donkin downwards. Without levity it may be said that B. F.—one of the best fellows in Canada—has entered upon his new duties as Managing Director of a coal company *am amore*, and in making a half a dozen contracts for work and repairs to be done at Port Morien, he has shown that he knows some values. The contracts that have been awarded are at such figures as would if published, make some other managers envious of the perspicacity of this latest, but not least, addition to their honorable ranks.

The work presently being done and that will be carried on for the next few weeks is chiefly preparatory to shipments which are expected to begin about November. If nothing goes contrary the colliery will be in full swing in November with an output of three or four hundred tons. The first prime necessity is water. That hitherto used was impure and played the mischief with the boilers etc. A supply is to be obtained from Sand Lake for immediate use. The pipes, as the demand is urgent, will be laid on the surface and afterwards covered. The pipe to be laid down is of 3 inch size, but before ditching begins it might be well to lay say a six inch pipe so that a supply of good water can be had for the company houses. The time is not far distant when coal company tenants will insist that the houses have all modern conveniences and the most desirable of these is water. Some half dozen contracts for various kinds of work have been let. These undertakings are all necessary to the production of coal at a reasonable rate. The company it is said will make an offer to the Dom. Coal Co. to mine the coal to the crop of the Gowrie on a royalty basis. If some arrangement can be come to it would certainly be in the interests of both companies. After it has found a market for all of the output of the colliery on which improvements are presently proceeding the company will direct attention to the exploitation of the Blockhouse seam, which it is claimed contains excellent coal for metallurgical purposes. A shaft by and bye will probably be sunk at Long Beach. The coal from the Blockhouse seam will not be offered at the furnaces in Sgdney but for a furnace to be erected elsewhere, and in which the ores of the Annapolis Valley will be utilized. Indeed the Record is inclined to the opinion that there is some connection between the coal at Port Morien and the iron ore at Annapolis, and that the interests of the promoters of the North Atlantic collieries are in some way bound up with the development of the ore properties at Annapolis. The Record will not be at all surprised if ultimately the owners of the ore areas and the holders of the coal properties openly join forces. One thing may be taken for grant-

ed and that is that Mr. Pearson would scarcely take so much interest in the present undertaking if it meant only the operation of a colliery whose production would not exceed much more than 500 tons per day. The Record looks for 'developments.'

- Rubs by Rambler.

The lawyers had a great time in Sydney from the thirtieth of July to the 19th. of August—and so had the ladies. Indeed the ladies turned out so regularly in full force that there were many who looked upon the proceedings as a social function, and yet it was a real battle between giants. The gravest looking witnesses gave the funniest evidence, funny in one of the broad meanings of the word. There were experts there, coal experts, I am sorry I missed them, I would have liked to see what a coal expert looks like. I have never yet seen one. Some of us from our experience may tell a little about coal as we have found it, but I have yet to meet the man who could say that from a mine the coal that will be produced a month hence will be the same as produced to-day. No seam of coal is uniformly good or bad behaved. The very best seams are full of tricks. One of the witnesses made the bold assertion that judged by his standard we had no merchantable coal in Nova Scotia, and this in the face of the fact that we sell five million tons and will shortly bring the figures up to ten million tons a year. I have always maintained that the average coals of Nova Scotia are as good as the average coals of the United States and of the coals of the North of England and the Wigan district. It will be admitted that our coals are not inferior to-day than they were forty years ago. The general impression is that our coals improve to the deep. Taking that for granted our coals must be better to-day than in former years. The same thing does not apply to British coals as the British mines were working to the deep while we were working at the crop. Two samples of Pictou coal tested at the U. S. navy yard gave an actual evaporative power of 8.41 and 8.49 respectively, while tests of coal from Newcastle, Liverpool and a district in Scotland under the same circumstances gave 7.44, 8.66 and 6.95 respectively. Two tests of Cape Breton coal made for the U. S. government gave actual evaporative power as 7.99, which compares favorably with the coal from Newcastle and a district in Scotland. Of the relative value of Cape Breton and North of England coals I can speak with some confidence as I was passenger on the steamer in which a practical test was made. In a ten days voyage the quantity of coal—taken on board as bunkers in Sunderland, I think—consumed per day was 27 tons, and the quantity of ashes 45 iron buckets full in the 24 hours. On the return voyage the quantity of Cape Breton coal consumed in the 24 hours was 24 tons and the ashes taken from the fire doors filled 36 iron buckets only. Both coals contained about the same proportion of ashes, while the consumption of

Cape Breton coal was three tons less per day than of North of England coals. In short the Cape Breton coal was 10 per cent. more economical as a steam coal than the English coal. I am glad that I was placed in a position to know of the correctness of the statement as it confirmed the opinion I had long held that our coals are entitled to a higher certificate as to quality than is generally accorded them.

"Sulphur and ash", the one in relation to the other got a great hauling over the coals at the steel-coal trial in Sydney. The trend of the evidence went to show that as a rule in Cape Breton—whatever may be the case in Nova Scotia proper—the higher the ash the higher the sulphur. This rule may apply in Cape Breton but certainly not in all cases. For instance, Taking "The Economic Minerals of Nova Scotia"—a government production—as authority it will be found that while International mine coal has 0.15 less ash than Dom. No. 2 it contains 1.12 more sulphur, and while showing less ash by 1.15 than Caledonia it contains 0.79 more sulphur. Again the Gowrie coal contains less ash than Dom. No. 2 or Caledonia and yet contains considerably more sulphur. The Port Hood coal contains about two per cent. more ash than International and at the same time the analysis give less sulphur. In some of the mainland coals the ash is no criterion as to the quantity of sulphur. Sometimes the sulphur increases with the ash and in other cases it decreases. In one of the mines in the Maccan district the ash is over 4 per cent. greater than at another mine nearby and yet the sulphur is 4.37 less. There are experts who before giving evidence should make an honest effort to ascertain the characteristics of provincial coals.

It is somewhat unfortunate that just when the Eastern Coal Co. seemed to be getting in good position for enlarged early shipments a serious downthrow should have been encountered in the sinking of the slopes. The fault encountered is a downthrow of say sixty feet. The management 'proved' the fault on the East side of slope and found the coal all right inside. Several bore holes were put down extending from the fault a considerable distance to the Eastward. This was done in order to make certain that no other fault existed in the vicinity, for instance an upthrow. The coal outcrop comes back to its original lines about a quarter of a mile to the East of the slope, and it was imagined this might be due to an upthrow, but no, the coal was merely swung round. The slope, as is known, is being driven across the seam at an angle of 45° with the line of outcrop. The grade obtained going in this direction is 30°. A tunnel to cut the fault has been started at the face of sinking with a grade of 40 deg. and going in same line as slope. In driving an altered line of strike was encountered with a dip of 48 deg. almost in front. To get down to the coal now means a tunnel of at least 55 deg., and this the management will scarcely face. If the strata does not alter in a day or two an effort will be made to ascertain the exact location of the seam below by boring and then the probability is a new tunnel will be started about 300 feet up the slope and graded to meet this point. This is a pretty tough

set back to the company which has spent a considerable sum of money, in vain as it seems at present. The company have not lost heart and will see the business through. Possibly there may be another fault which may bring the line of strike to its right position. The problem is a curious and a serious one.

I am not going to express an opinion on the Steel-Coal trial till after Judge Longley is heard from, but the following from the Glace Bay Gazette has such an air of authority about it that I am tempted to give it place. The article is concise and terse:—

"The sole question for adjudication is whether under the contract the Coal Company guaranteed the coal to be suitable for metallurgical purposes.

The only stipulation in the contract bearing on the quality of the coal is a statement that it is to be freshly mined run of mine coal reasonably free from stone and shale.

The Steel Company contended that in addition, the coal should be suitable for metallurgical purposes. On the strict reading of the contract this contention cannot be upheld. It therefore contended that the guarantee of suitability should be implied. If this is to be done then in all fairness the circumstances under which the contract was entered into must be scrutinized. The evidence on this point discloses that before the contract was signed the Steel Company submitted to the Coal Company a draft of the proposed contract in which it was stated that the coal was to be suitable for the purposes of the Steel Company. This the Coal Company refused to accept, and it submitted a draft with the objectionable words eliminated. This draft is the basis of the existing contract. It is clear therefore that the Coal Company refused to give the guarantee which the Steel Company is now contending for. Further, letters were produced from Mr. Plummer to Graham Fraser and to Mr. Duggan, both written in 1904, and in both of which Mr. Plummer stated that the Steel Company would have to take the risk of the sulphur.

It is plain, therefore, that the Coal Company did not give any guarantee of the quality of the coal, and Mr. Plummer knew this three years ago. The Coal Company being right in the facts, no useful purpose could follow from a continuation of deliveries which the Steel Company intimated it would refuse. It follows therefore that the Coal Company's position in declaring the contract to be at an end is sound in fact as well as in law."

A contributor to the Coal Trade Journal says:—
"During these days there is an opportunity for the industrious miner of Bituminous coal to accumulate enough for his labor to keep the wolf from the door as the sun goes down on the latter part of his life, and it is a fact that there are many doing so. There are plenty who make from \$90 to \$125,00 per month. . . . There are few laboring men who work as few hours as the miner of coal, and earn as much, and in almost every instance where he has been unable to save from the amount he has earned the direct cause can be traced to intemperance—and it is a pretty difficult matter to find a man in any walk of life who can make much progress if he is intemperate. I have spent 25 years in the coal fields and can point out many who have first mortgages bringing in interest, and need worry no more for the future, because they have been thrifty and saving. To be sure there is another side to the question. There are men who have spent a great many years in the coal

mines, and who have nothing to show for their efforts. In most of these instances . . . money that could have been applied in providing for the proverbial rainy day has gone in a way that not only brought them physical harm, but unfitted them for the work they had to do. The mining industry could be made one of the best in the land if the same industry prevailed as is noticed in many other crafts."

If this is true of Pa. it is equally true of Nova Scotia. If a miner to-day is not providing for the future—unless under very exceptional circumstances—then the inability is wholly his own fault. Never had he so rich opportunities. Despite the idiotic protests of certain would be reformers, thrift is a lesson many of our miners have not yet learned. Its inculcation as a duty should receive proper attention in every P. W. A. lodge. The power of littles is not yet fully appreciated, nor, I fear, is the saving habit considered a virtue.

For the present the Dominion Coal Co. have withdrawn their prospecting forces from the Lingan areas, being no doubt satisfied with the knowledge of the locality secured by boring and sinking. The field is a most important one without doubt. Its immediate development will depend, it is presumed, a good deal on the outcome of the Steel-Coal difficulty.

Can a politician, those days, be an impartial or an unprejudiced judge. Now, honest, can he. The answer of many will be emphatically surely he cannot. The politician whose first and great object in life is to secure popular favor, in short phrase votes, cannot, possibly, be a calm and a candid judge. To the proposed meeting at Springhill, four leading liberal politicians have been invited and many a conservative. Is there a long headed conservative pulling the strings.

The amount expended for locomotive fuel annually by the Lake Shore is three million dollars; by the Union Pacific and auxiliary companies four millions; by the Chicago and Northwestern five millions; and by the New York Central road nearly seven million dollars. The average cost of fuel per engine-mile on a large system is ten cents. The expenditure of such large sums for material, which is so variable in quality and the poor quality of which seriously affects locomotive performance, warrants more careful inspection, and a more scientific specification, than that which has been in use heretofore.—Coal Trade Journal.

The curtain has fallen on the first act of the big lawsuit, Dominion Steel against Dominion Coal for breach of contract. The trial occupied three weeks and a host of witnesses were examined. The sympathy of the Sydney people was largely on the Steel side, and indeed the same may be said of the sympathies of the people in the province. Yet that may not be proof that the Steel Company has the 'right' of it. The sympathy of the British public was with the South in 1860-64; and later the sympathy of Europe and America was largely with the Boers and against the British in the war of a few years ago. The evidence of the witnesses for the Steel Company took undoubtedly with the 'galleries.' The evidence of those for the Coal Coy. will weigh heavy with the Privy Council should the case ever get so far.

AROUND THE COLLIERIES.

Coal Shipments July, 1907.

DOMINION COAL COMPANY, LTD.

—Output and Shipments for June 1907.—

	—Output—	—Shipments—
Dominion No. 1	45 930	
Dominion No. 2	55 654	
Dominion No. 3	34 218	
Dominion No. 4	46 001	
Dominion No. 5	62 184	358 888
Dominion No. 6	16 298	
Dominion No. 8	23 336	
Dominion No. 9	30 938	
	314 559	358 888
Shipments July 1907		358 888
" " 1906		318 291
Increase " 1907		40 597
Shipments 7 mos '07		1 745 194
" " '06		1 748 887
Decr. 7 " '07		3 693

INVERNESS RAILWAY & COAL CO.

Shipments July 1907	27 960
" " 1906	19 702
Increase " 1907	8 258
Shipments 7 mos 1907	130 997
" " 1906	92 160
Increase " 1907	38 837

INTERCOLONIAL COAL CO.

Shipments July 1907	23 919
" " 1906	24 177
Decrease " 1907	258
Shipments 7 mos 1907	155 816
" " 1906	163 720
Decrease " 1907	7 904

NOVA SCOTIA STEEL & COAL CO.

Shipments July 1907	82 605
" " 1906	70 812
Increase " 1907	11 793
Shipments 7 mos 1907	323 290
" " 1906	335 725
Decrease " 1907	12 435

ACADIA COAL CO.

Shipments July 1907	30 080
" " 1906	19 983
Increase " 1907	10 097
Shipments 7 mos 1907	172 974
" " 1906	145 303
Increase " 1907	27 671

CUMBERLAND RY. & COAL CO.

Shipments July 1907	37 057
" " 1906	27 706
Increase " 1907	9 351
Shipments 7 mos 1907	213 584
" " 1906	251 382
Decrease " 1907	38 798

There is talk of more changes in the staff of the Dominion Coal Co. Notwithstanding the assertion that changes are light some there is such a thing as going further and faring worse, or to use another saw "going out for wool and coming home shorn.

Mr. A. D. McTier, formerly General Fuel Agent of the Canadian Pacific Ry., has been appointed Assistant to the Vice President, with offices at Montreal. Mr. T. Britt is acting General Fuel Agent in succession to Mr. McTier. His friends in this province will be pleased to hear of Mr. McTier's advancement.

The Maritime Coal, Railway and Power Coy. are looking well ahead in regard to water supply for the new colliery at Joggins. A large reservoir has been excavated in the vicinity of the new slope, and they are now laying a mile of spiral pipe to the new pumping station at McCarron's River, connecting the reservoir with the pumping station.

A majority of the collieries made remarkably good shipments for July. The Nova Scotia Steel and Coal Coy. broke all records and the Dominion Coal Co. did much better than in any previous July shipments. The July shipments of the Inverness Ry. and Coal Co. beat all previous monthly records. The Acadia is gradually gaining ground and it should not be long before it will eclipse its best previous months output which was in Oct. 1902, when the shipments for that month were over 35,000 tons; Up till the end of July it looked as if the ground lost in the early months of the year would be by the end of August more than recovered. The unfortunate strike at Springhill will likely have the effect of throwing the shipments for the 8 months of 1907 behind those of last year. There is always something to upset expectations and calculations.

There are those willing to bet five cents that if there ever are labor troubles at Port Morien the Chronicle will sing in a somewhat different key than it is doing at present.

All lines of manufacture in Britain are showing at the present time wonderful expansion. The exports have reached a remarkable figure. This should not be if what certain in Nova Scotia alleges is correct, namely, that high priced coal retards and even kills industries. British trade is expanding wonderfully, and at the same time the price of coal is mounting rapidly. The Railways were asked the beginning of this month to pay nearly a dollar a ton dearer for their coal. The writer knows of contracts having been made on the other side at about \$2.75 for dress—that is slack coal. And the British householder, how does he fare? The present price for house coal is 1/1 per cwt.—\$5.72 per ton, with the prospect of an early rise to \$6.50. We have not very much after all to complain of in Nova Scotia.

THE COLLIERY MANAGER

At the annual general meeting of the Colliery Managers' National Association, Mr. J. P. Houfton, J. P., of Bolsover, the new president, said he knew of no persons whose duties were more arduous, whose position was more onerous, and whose responsibilities were greater than those of colliery managers. During the year 1906 over 251,000,000 tons of coal were raised in the United Kingdom, and over 850,000 persons were employed, of whom about 700,000 were under ground, and about 150,000 above ground. At a moderate estimate the capital sunk in the collieries of the United Kingdom was 100 millions sterling, and the wages bill for 1906 would amount to over 60 millions sterling. The whole of this vast army of workmen was managed by some 2000 colliery managers, who were responsible for the safety of the men employed under the Coal Mines Act, and to their employers for the proper employment of their capital, and for producing a reasonable return upon it. When they thus realised the

magnitude of the coal industry, the enormous weight of material raised, the immense capital employed, and the vast number of persons engaged in the various operations of coal mining they were able to some extent to understand and appreciate the heavy duties and responsibilities which devolved upon colliery managers. He made the assertion, without fear of contradiction, that, taking them as a whole, the collieries of this country were exceedingly well managed, and he believed that this statement would be unhesitatingly confirmed, both by colliery owners and by the Government inspectors of mines. The colliery manager was daily and hourly engaged in a mighty battle, not with principalities and human powers, but with the ruthless forces of nature. His duty was to overcome the forces of nature, and wrest from her the black and valuable spoils which were stored in her treasure chests in the dim and distant ages of the past. Her weapons were treacherous roofs, deadly gases, underground fires, faults and dislocations, water and quicksands and the deadly weight of superincumbent strata. How the colliery manager conquered nature, in spite of the weapons she wielded—nay, how he used some of her weapons to win the battle and procure the spoils, let the enormous amount of coal won and raised to the surface every day for the use of man eloquently testify. It seemed to him that there was no monotony in the colliery manager's occupation. With him it was the unexpected that generally happened; difficulties occurred without a warning, that must be overcome; problems arose suddenly, which must be solved. The conditions of roof, floor and seam were constantly varying, engines and machinery suddenly broke down; to-day his men were contented; to-morrow they threatened to strike. To deal with these ever varying phases of his occupation he must have nerve, foresight, courage, presence of mind, fortitude to endure, and promptness to execute. Although the colliery manager's life was a continual struggle with the forces of nature, here was an element of romance in his life,

WIRE ROPES.

R. S. NEWALL & SON, LIMITED,

LINACRE, LIVERPOOL,

and at 19 Royal Exchange Square,
GLASGOW.

MANUFACTURERS OF ALL DECEPTIONS OF

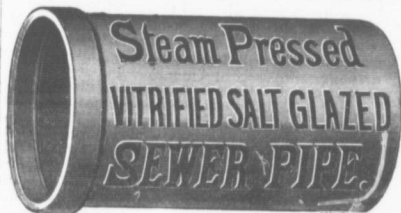
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AND OTHER PURPOSES.

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LIMITED.
New Glasgow, Nova Scotia,
MANUFACTURERS OF

Sewer pipes, Culvert pipes,
Flue-Linings, Chimney Tops, Etc., Etc.



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for underground and Surface work.

Best Wages Going.

Apply in person to Mines Office.

Intercolonial Coal Mining Co. Limited.

WESTVILLE, N. S.

June, 6, 07.

AN AMERICAN SAFETY-LAMP TEST.

One of the Pennsylvania mine inspectors, believing that practical tests are of as much importance as a theoretical examination, has arranged a practical demonstration by which miners making application for certificates will have a chance to display their knowledge of gas. Suspended from a rope in the ceiling of a room provided for the purpose, this inspector has a large glass globe into which he turns a jet of natural gas, until it is filled. The windows are then completely darkened, and the interior of the room is identical with that of a gaseous mine, so far as light and atmospheric conditions are concerned. Each candidate for a certificate is given a safety-lamp and required to work it in pure air, mixed air and gas. In this way it can soon be determined whether or not the men know the utility of the safety-lamp, and are efficient in its use. This test is, of course, supplementary to the oral examination required.

Priestleys

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— and —

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Have Excellent

Wearing Qualities,

WILL NOT COCKLE

::: WITH RAIN :::

Best for _____

SPRING AND SUMMER
SHIRT WAIST SUITS.



The TORNADO AIR POWER COAL DRILL

is used extensively

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Dominion Coal Co
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and Coal Co.,
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Herzler & Henninger Mach. Works

Manufacturers of

H. & H. Coal Cutters & Tornado Coal Drills.

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 Manufacturers of all Descriptions of
...EXPLOSIVES...

BEST QUALITY ONLY.

Blasting Powder and Compressed Pellets, Dynamite,
 Gelignite, Gelatine Dynamite and Blasting Gelatine.

PERMITTED EXPLOSIVES.

For use in Gaseous mines. Suitable for all kinds of Work.

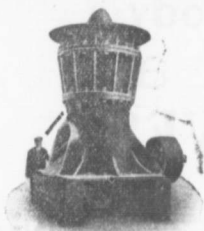
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AUSTEN BROS. HALIFAX.

HADFIELD'S STEEL Foundry Co., Limited. SHEFFIELD



PERFECT GYRATORY
 STONE CRUSHER.

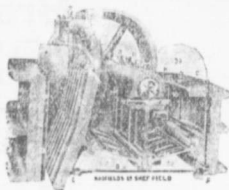


CAST STEEL
 BRONZE BUSHED,
 SELF OILING

WHEELS & AXLES

WE MANUFACTURE
 CRUSHING ROLLS,
 ELEVATORS,

and Gold Mining Requisites



HADFIELD'S PATENT

JAW CRUSHER

(Solid Steel Construction.)

The Parts that are subject to Excessive Wear are made of
 Hadfield's Patent 'Era' Manganese Steel and other Patented
 STEELS.

Sole Representatives of the Hadfield Steel Foundry Company, Limited Sheffield, for Canada

PEACOCK BROTHERS, Canada Life Building, MONTREAL.

CHAINS. CHAINS.

(All Sizes in Stock.)

"EDGES" BEST SPECIAL CRANE CHAINS.

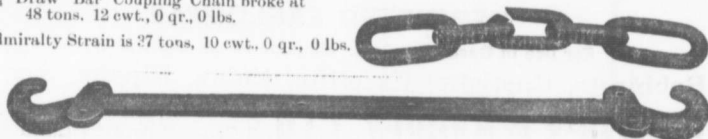
Cannot be Excelled for **HIGH CLASS QUALITY** and **WORKMANSHIP**.
They are made of the very best brands of English Bar Iron and by Selected Workmen.

Makers of every Description of Chains
for Mining and all Engineering Purposes,

Coupling Chains and Solid Forged Draw Bars
For Mine Cars, A SPECIALTY.

This 11' Draw Bar Coupling Chain broke at
48 tons, 12 cwt., 0 qr., 0 lbs.

The Admiralty Strain is 27 tons, 10 cwt., 0 qr., 0 lbs.



Edge & Sons, Limited,
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Draw Bar for Coal Car.

Tel. address "Edge" Shifnal.
"Codes" A. B. C. and Bedford McNeills"

The Canadian Fairbanks Co., Ltd.

Manufacturers of

Brass and Iron body
GLOBE, GATE and
CHECK VALVES

FOR

Steam, Water, Gas and Air.

Headquarters for **STEAM SPECIALTIES** and

Supplies for **BOILER HOUSE EQUIPMENT.**

Montreal, Toronto, Winnipeg, Vancouver.



Synopsis of Canadian North-West.
Homestead Regulations.

ANY even numbered section of Dominion Lands in Manitoba or the North-West Provinces, excepting 5 and 20, 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 160 acres, more or less.

Application for homesteaded 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.

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

NOTICES.—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 \$25 for anthracite. Not more than 250 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,240 pounds shall be collected on the gross output.

LEASES. A free miner's certificate is granted upon payment in advance of \$5 per annum for an lot virtual, and from \$50 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 \$4. per acre.

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

Placer 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 ten entry years, renewable at the discretion of the Minister of the Interior.

The leases 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 2-1-2 per cent collected on the output after it exceeds \$10,000.

W. W. CORY,

Deputy of the Minister of the Interior.

Miners Wanted
To Chew
BULL DOG TOBACCO,

Because it is the only Tobacco which does not excite Thirst for Water after using.

TRY IT!

The St. Lawrence Tobacco Co., Ltd.

—Montreal—

—W. B. Reynolds, Halifax Representative—

Brick! Brick!

The Westellar Terra Cotta Company

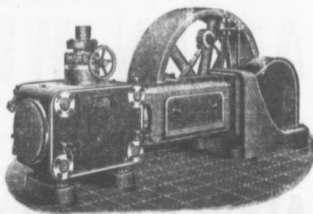
having taken over the business of the Stellarton Brick and Tile Co'y, and having installed more powerful and modern machinery, WILL BE PLEASED TO HAVE ENQUIRIES AS TO PRICE AND QUALITY.

Works—SYLVESTER

Head Office—STELLARTON,

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We design and contract for steam power plants and maintain an experienced and thoroughly practical engineering staff that is at the service of our customers.

CORLISS ENGINES,
HIGH SPEED VERTICAL ENGINES
MEDIUM SPEED HORIZONTAL ENGINES.

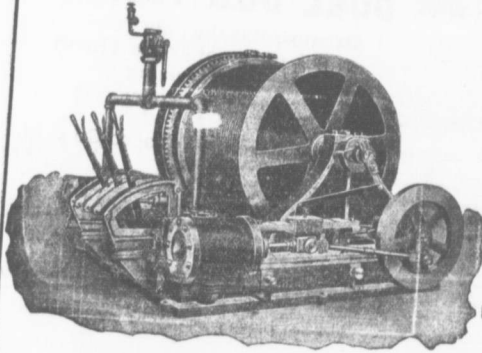
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Robb Engineering Co., Limited,
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EMPIRE TRUST CO.

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Advantages over Individual
Trustees—
Permanent, Absolutely Confidential
Trust not Impaired by Failure or
Disability. If it does not resign
Equipment for safeguarding securities.
Apply to Bank of N. S. for folders.

"Lidgerwood" Hoisting Engines.



This is a view of our combined friction driven and brake and reversible link motion hoisting engine. The most economical for mining purposes ever built.

We are the exclusive builders in Canada of the "Lidgerwood" Hoisting Engines, the standard of the world for mining and general contracting.

Works, Montreal.

Branch Office, New Glasgow

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Contractors to Admiralty and War Office, also Colonial Governments.

ALLAN, WHYTE & C'O'Y.

Clyde Patent Wire Rope Works,

Cablegrams: "Ropery Rutherglen," Rutherglen, Glasgow, Scotland. Cables, A. B. C. (4th & 5th Eds) A. I. Lubbers and Private.

Wire Ropes

for Winding & Haulage in Collieries and Mines. Specially flexible for Ore & Coal Discharging Cranes, Winches, etc.

The Nova Scotia Steel & Coal Co., Ltd., who use our Ropes largely, write that one of our Haulage Ropes at Wabana Mines has been in service for over 5 years, drawing over 1,750,000 tons in that time and is still good for further considerable service.

Agents in Nova Scotia: **Wm. Stairs, Son & Morrow, Ltd., Halifax.**
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—Different Sizes and Qualities kept in Stock—

CAPE BRETON COLLIERY.

NEW CAMPBELTON CAPE BRETON N. S.

SUPERIOR



SAFE AND CONVENIENT SHIPPING PORT

The Nearest Coal Port to Newfoundland

Just Inside Entrance Great Bras d'Or.

Vessels from P. E. I. and Western Ports, via St. Peter's Canal, will save time by loading at New Campbellton. Smooth Inland Navigation. Quick Despatch.

- - J. T. Burchell Manager.

INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.
Inverness, Cape Breton.

Miners and Shippers of INNERNESS (BROAD COVE)

Screened, Run-of-Mine Black.

—First Class both for Domestic and Steam Purposes.—

BUNKER COAL Shipping facilities of the most modern type at Port Hastings, C. B. for prompt loading of all classes and sizes of Steamers and sailing vessels.

Apply to Inverness Railway and Coal Company, Inverness, Cape Breton; Wm. Petrie, Agent, Port Hasting, C. B.

INVERNESS RY. & COAL CO'Y

Time Table No. 22, Taking effect at 1 a.m. June 17th, 1927.

EASTBOUND			STATIONS.	WESTBOUND		
Read Down	No. 22	No. 24		No. 21	No. 23	Read Up
a. m.	p. m.	p. m.		a. m.	p. m.	p. m.
L 11 25	L 4 05		P. UPPER JUNCTION	A 11 15	A 3 25	
N 11 31	N 4 00		PORT HAWKESBURY	N 11 30	N 3 17	
A 11 55	A 4 18		PORT HASTINGS	L 10 25	L 3 00	
	L 4 23		TROY	N 10 42		
	F 4 28		CREEKNISH	N 10 51		
	F 5 05		JUDIQUE	F 10 11		
	F 5 10		BRANDMERE	N 9 57		
	F 5 28		CATHERINES POINT	F 9 44		
	A 5 45			N 9 34		
	L 5 48		PORT HOOD	A 9 25		
	N 6 05		GLENCOE	N 9 10		
	N 6 20		MABOU	N 8 45		
	N 6 28		GLENDYRE	N 8 31		
	N 6 35		BLACK RIVER	F 8 15		
	N 6 42		ST.ATHOLONE	N 8 05		
	A 7 20		INVERNESS	L 7 45		
	P 8 00			N 8 00		

Trains make close connections at Pt. Upper Jct. with I. C. B. passenger trains, excepting the Maritime Express.

MABOU & GULF COAL COMPANY, L'T'D.

Miners of the

MABOU DIAMOND COAL.

Burns and Works like Bituminous;

Looks and Lasts Like Anthracite;

IT HAS NO EQUAL.

Mines, Piers and General Offices

MABOU. CAPE BRETON.

ADVERTISE IN THE MINING RECORD.

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

BRIDGES

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

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

Users of Steam

IF YOU WANT TO SAVE FUEL, Use

B. & W. BOILERS,

Over 6,000,000 H. P.
in use.

Patent Steam Superheaters,
2,000,000 H. P. in Use.

Mechanical Stokers, Coal Conveyors, Electric Cranes.

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Rule and Print Special Blank Forms
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BLANK BOOKS ruled to pattern and
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Loose leaf supplies of all kinds made to
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135 to 137 GRANVILLE STREET.

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Successor to Sinclair and Paterson—

JERSEY - LILY - FLOUR.



*Best all round flour on the market.
Uniform in quality. Every barrel*

*can be depended upon. This flour can
only be had in Cape Breton at the stores
of the Dominion Coal Company.*

**Rand Air Compressors,
 "Little Giant" Rock Drills,
 Harrison Coal Cutters,
 Davis Calyx Core DRILLS,
 "Imperial" Pneumatic Tools.**

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CANADIAN RAND COMPANY, LIMITED.

Halifax Office, 116 Hollis St.

G. L. BURRITT, Agent.

Sullivan Rock Drills.

Costs less for Maintenance,
 and drill faster than any
 other Drill on the Market.

May we tell you why?

CATALOGUE 51.

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I. Matheson & Co. Limited, Agents. New Glasgow, N. S.

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RUBBER HOSE for Air Drills Pneumatic
 Tools, Steam, Suction, etc.

"REDSTONE SHEET PACKING,

For highest pressures with Steam, Hot or Cold Water and Air.
 The most durable and satisfactory Packing on the Market.

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Unequalled for Durability and Power Transmitting Qualities.

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Miners and Shippers of the

CELEBRATED

ACADIA COAL.

Unexcelled for Steam, Domestic and General Purposes.

DELIVERED BY RAIL OR WATER.

SHIPPING PORT: PICTOU LANDING.

Quotations Furnished Promptly on Application.

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CHIGNECTO HIGH GRADE COAL.

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Shipments to all points reached by the
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The BROWN MACHINE COY.,

New Glasgow, Nova Scotia.

Coal and Gold Mining Machinery a specialty

Endless Haulage Engines, Revolving Tipples, Picking Tables and Complete Screening Plants for the Cleaning and Picking of Coal. Rope Wheels, Pumps, Valves, Shafting, Belting Etc.

Complete equipments furnished for Coal or Gold mines.

Screening plants are now in operation at Sydney, Springhill, Broad Cove, Port Hood and Westville Mines.

Estimates Cheerfully given

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WHEN WERE YOUR
.. BOILERS ..
... LAST INSPECTED I....

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All Kinds and Sizes

GREENING

and for all purposes

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Prices Right. Lay. Prompt Shipments.

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**DRUMMOND
COAL.**

INTERCOLONIAL COAL MINING CO., Limited,

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MANUFACTURERS AND MERCHANTS SHOULD ADVERTISE IN THE
MARITIME MINING RECORD Rates Moderate.

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OF NEWCASTLE ON TYNE.

MINE AND LOADING PIERS, PORT MORIEN, COW BAY

CAPE BRETON, N. S.

Miners and Shippers of GOWRIE COAL.

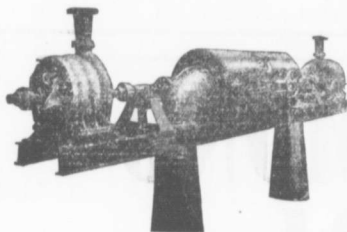
The Reputation of this Coal has Steadily Advanced during the past 40 years and the Output of the new Mine is fully up to the old Standard of Excellence.

Especially designed Piers for the rapid delivery of coal into Vessels by Roe and Bedlington's Patents.

OFFICES:—Canada, Port Morien, Cape Breton, Nova Scotia. England, Newcastle on Tyne.

The JOHN McDOUGALL Caledonian Iron Works Co., Ltd. Montreal Que.

BOILERS: All Sizes and all Pressures.



* Two Worthington 3 stage Turbines and McCormick Water Wheels, built for Port Arthur, Ontario, Water Works. Combined capacity 1440 gall per minute against 350 head.

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Worthington Pumps for
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Water Wheels

Doble Water Wheels for high heads.

Mill Machinery

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NEW GLASGOW, N. S., TELEPHONE BLD.

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

Calorific 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, G. 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 loadings. Steamers of any Size are bunkered without detention.

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

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

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

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DOMINION COAL COMPANY, LIMITED,
DOMINION COAL COMPANY, LIMITED,

112 St. James St., Montreal, Que.
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Quebec, Que

—and from the following agents—

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RAILWAY AND

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OPERATING THREE
THICK SEAMS
NOS 1, 2 AND 3.

—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 %

BEST COAL FOR
LOCOMOTIVE USE.

Delivered By Rail or Water

BEST COAL FOR
GENERAL STEAM PURPOSES.

The year Round

BEST COAL FOR
DOMESTIC CONSUMPTION.

IN Lots To Suit Purchasers.

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Mines

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