

Dr. R. Bell  
Geologist

136 MacLaren  
D-18-1

St. J. City

# Maritime Mining Record

Dec. 13. 1916

## DOMINION COAL COMPANY LIMITED.

OUTPUT:—5,000,000 tons yearly.

Miners and Shippers of the Celebrated

**"DOMINION" Steam and Gas Coal**

**and Coal for Household Use**

from the well-known seams

**'Emerg,' 'Phalen,' 'Harbour,' 'Victoria' and 'Hub.'**

**"SPRINCHILL" Coal for Steam, Gas, and Household use.**

**Screened, Run of Mine, and slack.**

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

**Shipping Piers equipped with modern machinery, ensuring Quickest despatch**

—AT—

SYDNEY, LOUISBURG, C. B. and PARRSBORO, N. S.

**7000 ton Steamers Loaded in 7 hours.**

Special facilities for loading and prompt despatch given to sailing vessels and small craft. Box Car Loaders for shipments to inland points. Discharging Plants at Montreal, P. Q., Three Rivers, P. Q., Quebec, St. John, N. B. and Halifax, N. S., Capacity up to 1000 tons per Hour.

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

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

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Hull, Blyth & Co., 1 Lloyd Ave., London, E.C.

**D. H. McDougall,**

General Manager

SYDNEY, N. S.

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MONTREAL, P. Q.

# Acadia Coal Company, Limited

Stellarton, N. S.

Miners and Shippers of the

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Unexcelled for STEAM Purposes.

Popular for DOMESTIC use.

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High Grade Fuel  
for Steam Domestic and General  
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**COKE**

From Coal Washed by Latest Process  
Growing more popular daily—and considered to  
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as the United States Article.

**FIRE CLAY**

of Fine  
Quality.

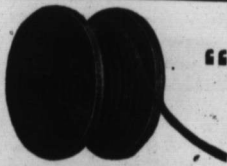
**FIRE BRICK**

Better than  
Scotch seconds for  
Ladle lining etc.

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**INTERCOLONIAL COAL MINING CO. LTD.**

Westville, Nova Scotia.



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USE

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## INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.

Inverness, Cape Breton.

Miners and Shippers of INVERNESS (BROAD COVE)

Screened, Run-of-Mine Slack.

—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,  
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INVERNESS RY. & COAL COY

Time Table No. 31, Taking effect at 12.01  
JUNE 28TH., 1914

SOUTHBOUND		STATIONS.	NORTHBOUND	
Superior Dir.			Inferior Dir.	
454	453		453	451
P. M.	A. M.		P. M.	A. M.
3 35	10 40	POINT TUPPER.	3 49	11 50
3 50	10 35	INVERNESS JUCT.	3 45	(10)
3 15	10 39	PORT HAWKESBURY	3 50	11 11
2 56	10 12		4 08	11 11
P. M.	10 07	PORT HASTINGS	4 08	A. M.
	9 57	TROY.	4 20	
	9 47	CREGONISH	4 33	
	9 37	CRAIGMOIR	4 45	
	9 28	J. D'ORGE	5 00	
	8 55	MARYVILLE	5 18	
	8 45	PORT HOOD	5 28	
	8 35	GLENCOE	5 38	
	8 25	SAROU	5 48	
	8 21	GLENDYRE	6 11	
	7 50	BLACK RIVER	6 32	
	7 45	STRATHLONE	6 48	
	7 12	INVERNESS	7 08	
	6 55		7 08	
	A. M.		P. M.	

MINING RECORD

# MARITIME COAL, RAILWAY, & POWER CO.

Miners and shippers of

**CHIGNECTO**  
—AND—  
**JOGGINS.**

High Grade

**STEAM**

AND

Domestic

# COAL.

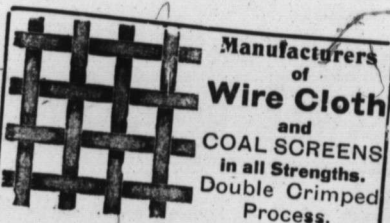
Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Collieries:—CHIGNECTO and JOGGINS.

Power Plant, CHIGNECTO, N. S.

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Manufacturers  
of  
**Wire Cloth**  
and  
**COAL SCREENS**  
in all Strengths.  
Double Crimped  
Process.

WE SPECIALIZE IN  
ORNAMENTAL IRON AND WIRE WORK.  
**Jail and Prison Construction.**  
"Have you an Up-to-Date Lock-Up in your District."

**Canada Wire & Iron Goods Co.**  
HAMILTON.

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For Marsac' Muzzle Reflectors or Closed Lamps  
PURE WHITE FLAME. LOW PRICE  
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Wire Drawers, Manufacturers of all classes of Wire Ropes,

Patentees and Manufacturers of

**LOCKED COIL and FLATTENED STRAND WIRE ROPES,**

Hay Mills,

Nr. BIRMINGHAM.

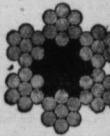
Agent:-

**H. M. WYLDE,**

P. O. Box, 529,

**HALIFAX, N. S.**

Fig. 2. HAULING.



**LANG'S LAY ROPES.**



Fig. 26. WINDING.

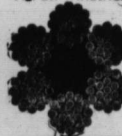


Fig. 1. HAULING.



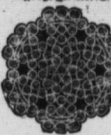
**PATENT FLATTENED STRAND ROPES.**



Fig. 4. WINDING.



Fig. 13. SINKING.



**Advantages of Patent Flattened Strand Ropes.**

1. Greater wearing surface, therefore longer life of rope and less wear upon pulleys.
2. Greater strength, thereby admitting of smaller ropes being used for existing loads, or of increased loads without increase in size of rope.
3. Spliced easily and more effectively.
4. Less tendency to twist and stretch in working.

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

Fig. 11b. CRANE, &c.

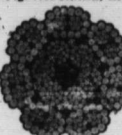
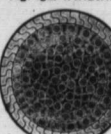


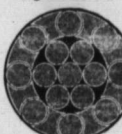
Fig. 15a. WINDING.



**LOCKED COIL ROPES.**

Indispensable for deep shafts.  
Stronger than any other rope of same size.  
Entirely free from twist.  
Smooth surface reduces wear to a min. um.  
Duration far ahead of any other construction.

Fig. 20. GUIDE.



## CANADA. DEPARTMENT OF MINES.

Hon. P. E. Blondin, Minister.

**Mines Branch.**

Recent Publications:

Building and ornamental stones of Canada, (Quebec), Vol. III, Report on, by W. A. Parks, Ph. D.

The Bituminous Sands of Northern Alberta, Report on, by S. C. Ellis, M. E.

Peat, lignite, and coal; their value as fuels for the production of gas and power in the by-product recovery producer, Report on, by B. F. Haanel, B. Sc.

The petroleum and natural gas resources of Canada: Vols. I & II, by F. G. Clapp, M. A. and others.

Electro plating with cobalt, Report on, by H. T. Kalmus, Ph. D.

The Mines Branch maintains the following laboratories in which investigations are made with a view to assisting in the developing of the general mining industries of Canada:—Fuel Testing Laboratory, Ore-Dressing Laboratory, Chemical Laboratory, Ceramic Laboratory, Structural Materials Laboratory.

Application for reports and particulars relative to having investigations made in the several laboratories should be addressed to The Director, Mines Branch, Department of Mines, Ottawa.

R. G. McConnell, Deputy Minister.

**Geological Survey.**

Recent Publications:

Summary Report of the Geological Survey for the Calendar Year 1915.

MEMOIR 20. Gold fields of Nova Scotia, by Wyatt Malcolm.

MEMOIR 44. Clay and shale deposits of New Brunswick, by J. Keele.

MEMOIR 59. Coalfields and coal resources of Canada, by D. B. Dowling.

MEMOIR 60. Arisaig-Antigonish district of Nova Scotia, by M. Y. Williams.

MEMOIR 78. Wabana iron ore of Newfoundland, by A. O. Hayes.

MAP 150A. Ponhook Lake Sheet, Nova Scotia.

Applications for reports should be addressed to the Director, Geological Survey, Ottawa.

THE...  
**MARITIME MINING RECORD**

Vol. 19,

Stellarton, N. S.,

Dec. 13th., 1916.

No. 11.

**THE LOSS OF MEN AND BOYS.**

The Times correspondent with the French army writes as follows:  
"Do you find that seeing the battlefields tries your faith?"

"The question came to me the other day in a letter from Scotland, written by one of the millions of women whose faces are seared and whose hearts are loved, one of the many thousands whose daily work brings them face to face with the sufferings of the maimed and gassed and wounded. As it happens that my business takes me constantly to the front in the capacity of a non-combatant spectator I should like to try and answer it more publicly than through the channel of a personal letter.

"With an enormous number of people, unthinking as well as thinking, it is the question of the hour. Away from the sound of the guns we go on, through the heart-ache of it all, marrying and giving in marriage, and dining and supping and playgoing, with little or no apparent recollection that all the time death is gathering in the richest harvest that the grave has ever housed. But that is only on the face. We are always, all of us, conscious that the spectre is there. Not all the lights and music and luxury in the world can make us forget it, and the truth—and the danger—is that it is precisely those who seem to be the most thoughtless whose faith in God—if they have any—is most likely to be affected by the horrors of the war.

**The Monstrous Destructiveness.**

"On the actual field of battle, in the hideous wastes of desolation over which the chariot of war has rolled, the case is curiously different. Nothing that I have read, nothing, I think, that will ever be written, can really bring home to us who have not been a part of it the abominable, monstrous, purposeless destructiveness of it all. Everything that had material form or beauty is entirely swept away, or defaced and mutilated and littered about in an unsightly confusion of revolting ugliness and filth. Trees and flowers and grass, roads and houses and furniture and clothes and equipment are burnt and shattered and torn and broken and defiled.

"The ground is cumbered and the air is poisoned with the dead bodies of men and horses, putrefying and offensive. The world has become a foul rubbish-heap and the face of nature a repellent nightmare. There is no comeliness or dignity left in any of the works of God or man. A canker has devoured the land. Day after day and night after night it gnaws and corrupts it. Day after day and night after night the same sickening waste goes on—the waste

of life, the life of healthy flesh and vigorous blood, the waste of work, the work of forester and husbandman, and builder and manufacturer, and the waste of material, the material of shells and chemical products which waste not only every breath of life and every stick of property that they can reach, but themselves as well.

**Can These Things Be?**

"Week after week and year after year the energy of all those millions of fighting men, instead of being usefully productive, is devoted to the destruction of their fellow-men, and, as a necessary consequence, of the lifelong happiness of those other millions of human beings, especially, women and children."

"But there are the graves. Today, our All Saints' Day, is in France, for all the French, the Day of the Dead. The thoughts and the feet of the whole population are turned towards the cemeteries, on and off the present battlefields in which they lie. We are apt in England—or we were—to consider ourselves a religious nation as compared with the French.

"The war, I think, has taught us better. Any of us, certainly, who has wandered into a French church or cathedral—at Reims, at Amiens, at Nancy—where you will—and has seen French women and French officers and private soldiers kneeling side by side before or after a battle on the flag-stones in front of the altar, any Englishman who has visited, on the Jour des Morts, the infinitely pathetic enclosures where row upon row of crosses mark the last resting place of the dead soldiers of France, must know that the faith of France and the bond between her and our own country are alive as probably they have never been before in her whole history.

"The people shall be my people, and thy God my God: where thou diest, I will die, and there will I be buried: the Lord do so to me, and more also, if aught but death part thee and me."

A very reasonable protest is being made against the attitude of the military representative on the Ely Urban District Tribunal. When a civilian member of the tribunal objected to the exemption of assistants in breweries, the military representative thought the tribunal was going beyond its province. The matter had been decided by the government, showing that beer was not a luxury." As one critic points out, it would be a monstrous anomaly to allow exemption for the men who are engaged in producing that which impairs efficiency while the best brains of the country are being sacrificed at the front.

**MARITIME MINING RECORD.**

THE MARITIME MINING RECORD is published the second and fourth Wednesday in each month.

THE RECORD is devoted to the Mining—particularly Coal Mining—Industries of the Maritime Provinces.

Advertising Rates, which are moderate, may be had on application.

Subscription \$1 00 a Year. Single copies 5 cents

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

Dec. 13, 1916.

**CANADA'S PROSPERITY.**

Is Canada more prosperous than at any past time in her history? The answer is an emphatic "Yes". That is if one is to judge prosperity by the quantity of coal used, coal, with iron, being held to be reliable trade barometers. In Sept. last over 400,000 tons more coal was imported from the United States than in Sept., 1915. For the nine months ending Sept., 1915, the imports of U. S. bituminous coal were 5,682,000 odd tons, while for the nine months ending Sept. of this year the importations reached the astounding figures of 9,095,000 odd tons, an excess of imports for the nine months of 1915 over the corresponding period of 1915 of 3,412,000 tons. The probability is that the imports of bituminous coal for 1916 will equal, if it does not exceed, the total quantity of coal mined in the dominion. And meantime there seems no help for it. One may be reconciled to the largely increased importations when he realizes that Nova Scotia is selling every pound of coal she can produce, and that could more be produced more could be sold.

**THE RAILWAY AND MINERS' WAGES.**

The extract from a British paper, which appeared in last issue, and which contained the statement that the British government was paying the whole of the last increase to the employees of the Caledonia Railway, furnishes the text for a subject which is possibly worthy of consideration. The subject is "Wages", a pressing subject, though these remarks may be desultory. Wages, those days, are a problem, and I have been indulging in the folly of trying to solve it. Who authorized the payment of the increase in wages to the Caledonia Railway employees? Was it the minister of munitions, or of trade and commerce, or a minister of one of the other departments? Whoever the minister was did he assume full responsibility for this unusual action, or did he consult his colleagues, or, in short, the government? Sir Sam Hughes, we are told, was bounced because he ran his department in his own way. Does no other of the departments run its business in its own way, or, in other words, in the way of the minister of the department? Who runs the railway department?—Don't be impatient, there may be method in my meandering.—Is it Cochrane or the government as a whole? Does the government tell the minister of railways the maximum price he is to pay for

Nova Scotia coal? Or does he fix the price, "off his own bat"? I am inclined to believe that the minister fixes the price on the advice of Gutlieus, or vice versa, whichever you like. Assuming that the railway department is not interfered with in the arranging of prices, what is the necessity for workers in mining localities petitioning and bothering the government in the matter of food prices? Let them rather petition the department of railways to pay the mine operators a price sufficient to enable them to grant an increase, or increases, in wages equivalent to any increase in food prices. Does some one say "that is an uncommon and an extraordinary proposition." Well I am going to try to show that it is reasonable, and if acted on would be just while generous. In what follows I am confining myself to the mainland collieries. The output for these will be for 1916, say, 1,000,000 tons. Of this the railway will get, or seek to get, 600,000 tons. The C. G. R. then is getting 50,000 tons a month—and has, I believe, to import as much more. The department, let us suppose, comes to the operators and says, "We are told you are losing ten per cent in output owing to avoidable absence on part of—a minority—your workmen. We want to help you, and at the same time benefit them. Say to them if they give us 55,000 tons a month, instead of 50,000, we will give the coal companies 50 cents more for every ton we take from them, then this offer accepted, the department would save \$20,000 on lessened importations, while paying out \$27,500 to be divided in just proportion between operators and workmen. Here some one injects the remark, "Can you suppose the department doing any such thing?" Why not? The department can well afford to be generous in view of the fact that it would be getting 55,000 tons a month of provincial coal at from two to three dollars a ton less than the coal it is presently importing. Here three questions may be asked, the first by those who might favor the idea; the second by those opposed, and the third by neutrals. The first, "Why should the department tag on a condition to the suggested offer?" The answer might be, "So that it can better defend its action, if criticised, by saying we are getting a quid pro quo." The second, "would the offer tend to remove or mitigate the avoidable absenteeism evil?" The answer might be: "Who can tell, but this may be said that the department made a heroic attempt at prescribing a remedy." Third, "Is the department importing U. S. coal and at what price?" Yes, lots of it. It is even coming to Halifax by steamer. I hear the price paid for the Halifax importations is \$6.40 f. o. b. Philadelphia. Add freight to this and it costs the department every cent of eight dollars a ton. This is rather a long yarn but I couldn't well shorten it.

**- Rubs by Rambler. -**

By the way a Montreal alderman gave as a reason for the high price of potatoes the U. S. had lifted the ban and lots of Canadian potatoes were being shipped across the line. What does he mean by "ban"? Does he mean the duty is off, or that Can-

adian potatoes had been shut out for a while as it was reported they had the foot and mouth or some other infectious disease!

A society of ladies in Montreal last week went on a potato strike. Like the people who were after Paul, they refused to eat potatoes by day or by night till the dealers came down from their high horse. The ladies believe that the dealers are holding up potatoes, even allowing them to waste, in order to keep up prices. They believe a boycott will make potatoes tumble. A boycott in this case is not only legitimate but commendable.

The "Canadian Fisherman" pays Sir Sam Hughes, the ex-minister of militia, a handsome compliment. The paper says that though it was not exactly in his line Sir Sam did more for the fisheries of Canada than any other man. It is to be hoped that the mercenary Gadsby, who sends canned articles to the liberal papers, and is ready to do a similar kindness for the conservative press, on conditions—has had his attention called to the article.

An alderman appeared before the Montreal City council and asked a rather striking question or two. He declared that forty years ago milk, in Montreal, was the same price as now, whereas butter was three times the price now it was then. He wanted to know how this came about. The council, struck by his statements, wanted also to know, and are going to investigate, which, these days, is the only proper course to pursue, or proper or improper, is the course most in fashion. Why, even Sydney is going to investigate. Sydney wants to know the reason why milk is to be increased to 12 cents a quart.

"High cost of living!" What a popular topic it is. Editors, politicians in opposition, trades union leaders, etc., without number, are rolling it as a sweet morsel under their tongues. The cost of living is a universal topic at present. Food is dear, not only in belligerent, but in neutral countries. More fuss is being kicked up about the cost of food in Canada than in any other country, possibly. There is little to cry over in Canada when we compare prices with those prevailing in some countries. Take Britain, for instance, the price of potatoes there is only \$1.35 a bushel; one egg costs six cents, and it is predicted that before Christmas each egg will be worth ten cents. Let us live and be thankful.

The announcement that a Conservative Association in Toronto, or thereabouts, had called upon the government to remove all duties on food stuffs, a thing which liberal papers from the Globe down had been demanding for months, was loudly acclaimed by several of the liberal papers. Well, the association's action is worthy of being acclaimed on account of the contempt of its strategy. If the federal government would do as asked it would shatter a weapon now employed against it. How? A removal of the duty would not have the slightest effect on the high food prices, oh the prices of foods entering most noticeably into every day use, such as butter, eggs, milk, potatoes, flour, &c., and if it did not lessen the prices of those the liberal papers would be condemned for raising false hopes.

It is pleasing to note that the North Sydney Herald is not one of those papers which believes, having once uttered an opinion, that it is bound to stick to it. A few weeks ago it expressed the opinion that the action of certain independent employees in sending a delegation to Halifax to interview Premier Murray on the question of increased wages, sealed the doom of the P. W. A. and the P. W. A. The Record pointed out that the doom of the P. W. A. had been sealed long ago, and now the N. S. Herald more than admits that there is no sign of decay about the P. W. A., as hear this: The first paragraph is in bold letters as headlines:

"Old Parent Labor Organization, Jumps Into Breach Against High Cost of Living and Puts it up to Borden."

"Ever alert for the benefit of the workingman, Nova Scotia's old and reliable labor organization, the P. W. A., have tackled the government on the high cost of living, and at a recent meeting of that body, addressed the following letter to Premier Borden, who seems to have such a fondness for creating commissions of one kind or another."

What bothers one is, had the P. W. A. told Moffatt to put it up to Murray instead of Borden would the N. S. Herald be as enthusiastic?

Mr. Verville, the labor M. P. so-called, has been giving his views on the high cost of living. He holds that cold storage is chiefly responsible for high food prices. I cannot fully follow Verville for the reason that articles of food are high which never see the inside of a C. S. plant. Why is wheat flour so high? Flour is independent of cold storage, and so are sugar, molasses, dry goods, boots and shoes, &c. What is a "cold storage"? As I understand, it is a building where Tom, Dick and Harry, individually or in co-operation, can store eggs, butter, &c., to keep them at a temperature which will keep them from decay or injury. Mr. Verville implies that cold storage should be controlled. But that would be nigh impossible, because, besides the hundreds of public cold storages there are in the dominion, there are thousands of private ones. Many farmers have storages—more or less cold, with a tendency to the cold side—of their own. I heard the other day of a farmer in Pictou County who had an astounding large crop of potatoes in his storage—in this case his big cellar—and not a bushel of them would he sell. He is waiting for higher prices. Further, it is said that if they—the potato growers—all don't do it the most do. Now, if public cold storages are to be investigated, why not the private ones? If A is not allowed to keep 500 bushels of potatoes in a public storage until they can fetch a higher price, why should B be allowed to keep as many bushels, with a similar object, in his cellar? Some one of the papers "friendly" to the farmers may enlighten us as to why potatoes in public storage should be investigated, while those in private ones are exempt. If these papers cannot help us to live they might obligingly help us to learn.

I have been told that for every ton of coal hoisted from the North Steppe, Springhill, in which fire broke out two weeks ago, several tons of water were pumped. This information led to a train of reflection. The first thought was that our knowledge as to the causes of mine fires, their origin and continuation,



is not what it might be. In not a few mines, making heavy water, fires have been blazing for years. The fires in several of the Ashton mines' pits have not been extinguished in over half a century. Several of the "burnt mines" have been hermetically, as it is thought, sealed off since the fires were first discovered, and this sealing off has been ineffective. Though some assert that it will, I cannot think a fire will burn, and spread, without air. If I am correct then the places thought to have been hermetically sealed off were not. Air got to the fire through some crack or crevice, or right from the surface down through the strata. The question I put to experts is this: "Will air find its way where water can percolate through the strata?" If it can then there is no mystery as to why several mines in Stellarton, which have been closed for half a century, are still on fire. The fire is fed with air from the surface. Now, on another tack, I have in my mind a pit which made water freely, similar to the north slope of Springhill. A portion of the pit was walled off, on account of fire. It is declared that there is still fire in the walled off place. In this pit the stoppage of the pumps for a week would have submerged the entire workings. Why is there still fire in the walled off—the supposed hermetically sealed off—places, seeing the whole of the workings were equally wet. In view of the fact that it is not reached by the pumps, why is the walled off portion not full of water? Is there pressure within a walled off place? Is that pressure sufficient to cause the water to move on to a place where there is less resistance? These may be looked upon as very elementary and very foolish questions. All right. Tell me then in simple language, why the walled off portion of a very wet mine should keep burning for an indefinite term of years. And the telling can be followed up by information as to why fires in supposedly air tight places keep on burning persistently if not brightly.

Speaking broadly I am not inclined, as a rule, to devour the editorials in provincial papers. Of course, there are exceptions to prove this rule. One of these is the editorial page of the Sydney Post. I do not know the editor, and while I am not going to say that unlike Homer, he never nods, I can freely say of him, "He's not too bad." He writes largely and clearly. There is no difficulty in understanding what he is driving at. He strives to be reasonable, that is as reasonable as one may expect an adroit politician to be. Holding these opinions one may guess how grieved I was to notice the slip he made, in the Post of Nov. 25, when he penned the following: (I make paragraphs of the sentences for convenience):

"The coal fields of this province are among the heritages of the people of Nova Scotia."

"They have been administered by the liberal government at Halifax as trustees for the people."

"The royalties which are paid by coal operators are fixed by the Nova Scotia government."

"In view of these facts it is surely pertinent to point out that Mr. Murray and his associates might reasonably be expected to exercise the power vested in them to protect the public against the enhanced prices of coal."

The question I ask is what power Mr. Murray and his associates might exercise. I have a blank coal

lease and the powers the government can exercise are clearly stated. The one thing affecting prices the government can do is, in some cases, be it noted in some cases only, to increase the royalty. This certainly would have an effect on prices, but not in the desired direction. Up goes the royalty, and up goes the price of coal to twice the increased royalty, and there is no power, Murray, of Douglas, to stop it. If there is I do not know of it, and if there is I want to know; and live no longer in ignorance. If Murray has no power why heckle him? Murray can no more reduce the high cost of living by any arbitrary means than can Borden, so what good end, even political, is to be served by twitting the one and taunting the other?

It has long been said that children are easily pleased. And that is well. It is well, also, that it takes a very little thing to go a long way in provoking the hilarity of politicians who are fervid in their partizanship. What fun many editors had over the method and the manner of Frank Stanfield's resignation as a member of the provincial parliament. They, the editors, poked all manner of fun at him for having sent his resignation to the conservative association instead of to Premier Murray. As I view it I back Stanfield's procedure, and say it was the correct and courteous way, even if it went contrary to the principles of partizan economy. Who elected Stanfield? Was it Murray? No. Then it was his first duty to notify those responsible for his election. He was returned for Colechester under the patronage of the Colechester C. A., or if you want it expressed differently, then, by grace of that association. The tory members, the grit members of the assembly were in very truth the nominees of the several associations. These, therefore, are entitled to first consultation. Had Mr. Stanfield sent his resignation to Murray direct, he laid himself open to the charge of ingrate. Why did he send it in the first place to the association? For their approval or disapproval. If they did not or would not back him up, then his resignation went to Halifax; if they refused acceptance his duty was to fight it out, with the association at his back.

The following is clipped from the Sydney Post: Mr. F. A. Crowell, chief recruiting officer for Cape Breton county, in an interview Saturday gave the following replies to queries:

"How is recruiting?"

"Considering the restrictions we are under we have nothing to complain of."

"What restrictions?"

"The order for industrial conscription now in force in Cape Breton retards to a very great extent the freedom of the individual."

"You mean, a man cannot enlist for overseas service even if he wishes to?"

"I do. No man who is an employee of the Dominion Coal, or Dominion Steel plants, or has worked for them during the immediate past can enlist."

"Are there no exceptions?"

"Yes, a man may enlist if he has a permit from Mr. McDougall."

"Can't he resign from his position?"

"No, he cannot. We have been strictly forbidden to enlist any."

(Continued on page 12)

## AROUND THE COLLIERIES.

Mr. Charles Fergie, in reply to a request of a portion of his employees for the "check off", hinted that he might be inclined to grant it to a union with a Nova Scotia charter or act of incorporation. Mr. Fergie is justified in demurring to collect lodge dues for a union under foreign domination.

Mr. Tonge, chief mining engineer of the Dominion Coal Co., replying to a question, said he could not see why his company should be expected to recognize two different labor unions. Neither can the Record. Continual prayer would have to be offered up for the mine managers and officials generally if they were compelled to recognize two antagonistic labor unions. In order to live the two unions would have everlastingly to be bidding one against the other, and a concession granted by one would be followed by the demand for a still greater concession by the other. With two unions at a colliery the manager would have in very truth "the time of his life."

The Record has been informed that Mr. I. L. Brass, who was general manager of the Inverness Railway and Coal Company at the time Cornelius Shields filled a similar position with the Dominion Steel and Coal Corporation, died a few days ago. For some time previous to his death he had occupied the position of assistant to the general manager of the Oregon Short Line. Mr. Brass was well known among mining men in this province. He in his day filled many important positions on railways. As a business man he was very highly thought of, and being of a genial disposition had very many friends. His salutation to the editor of the Mining Record when remitting his subscription invariably was, "Bang may ye'r lum reek." Ah, though his lum is now reekless, there remain pleasant memories which will burn bright, and that without stoking. The deceased was a Scotsman.

The question was put to the Record recently by one in search of coal and who could not get as quick delivery of Pietou coal as he would like: "What do you know of Inverness coal?" The answer was: "In Halifax it has the reputation of being a first class coal for domestic purposes."  
"I wonder," he said, "if I can get a car, I hear that it is a fine burner, easily lighted, needs little attention, is free from soot and clinkers, leaves a trifle only of ash, is economical, and as it is free from soot, &c., is preferable to hard coal for cooking purposes."

"That will do," he was told, "if it fills the bill like that, then certainly it is the ideal coal. You better try and get a car if you can." He tried and failed as Inverness, like the other collieries, was booked a long way ahead. It is pleasing to learn that Inverness coal has received a home market. The company has had hard hoeing, and went into a receiver's hands, owing to losses sustained by water shipments to the St. Lawrence. It did not go into Receiver McGillivray's hands a day too soon.

Ten years ago, less and more, the Record was accounted a knocker because it asked to be shown where there were immense deposits of iron ore of present commercial value. The mines department is responsible for the statement that there is more iron ore in Nova Scotia than there is coal to smelt it. It hasn't looked like that for the past ten years. In 1893 102,201 tons were produced. For ten years after that shipments declined until 1906, when they jumped to 97,820 tons. Since 1907 the bottom has fallen out of the business. There were no shipments in 1909, 1914, 1915, and there will be none in 1916. In 1896 Ontario produced 2,770 tons of iron ore. In 1915 the shipments were 394,429 tons. The fact is that today Ontario is the one iron ore producing province in the dominion.

Mr. F. W. Gray's article on coal production in Nova Scotia for the six months of 1914, 1915 and 1916 is given scant justice in the Busy East. One could pass by the figures—38,000 tons—given as the output of the Inverness colliery, instead of 138,000 tons, and put it down to a compositor's carelessness, but when Mr. Gray is made to say "The Inverness Coal Company's production has been much decreased by the fire that occurred in November last, which has compelled the company to abandon its workings in the Drummond Main Seam," it looks as if the compositor and the proof reader were in conspiracy. The Inverness Coal Co. is doing nicely, and the Record ventures the opinion that though Mr. MacGillivray be a canny Scot, yet under his able and energetic management the bond holders may be gladdened by the soon announcement that a payment will be made to account of back interest.

That the miners of Britain are exempt from militia service is shown by the following. The hint is thrown out that if they don't work steadily they will be marched to the front:

Mr. Asquith addressed a national conference of representatives of the mining industry. He pointed out that there was a decrease in 1915 of roughly 34,000,000 tons on the pre-war output. This was due primarily and mainly to the number of miners who had enlisted. Coal was our chief, and in many ways our most necessary, export; it helped to feed the country by bringing in food from abroad, and it helped to pay for the war. He made no charge against the miners, who had risen patriotically to the level of the national cause, and of whom, he was sure, the great bulk positively detested shirkers. If absenteeism could be reduced to a minimum, Mr. Herbert Samuel remarked that miners were exempted from military service so that they might get coal. If a man deliberately, persistently, week after week, did less than he could, should he remain exempt? asked the Home Secretary. To this question there was an overwhelming reply of "No," qualified by some dissent, from the audience.

## AROUND THE COLLIERIES

With the death of Henry Mitchell there passed away the one who, above all others, had much to do with the beginning of the biggest town in the province, Glace Bay. When Henry Mitchell opened the pits called the "Roost" there was no Glace Bay Harbor, nor Glace Bay town. There was a few houses on the present site, and a row of two near the pit, and, later, the famous Log Row, now wholly departed. No man in the portion of C. B. county where the coal mines are was better known than Henry Mitchell, and no man was more highly respected. He was superintendent of the Glace Bay Coal Co. for years. Later he, in company with others, secured from the G. M. A. the mines at Old Bridgeport. When the Dominion Coal Co. came along Old Bridgeport was bought, and from that time Mr. Mitchell was not employed directly in coal getting. At the time of his death he was the oldest coal mine manager in the province. C. J. Mitchell, formerly of Dom. No. 6, is a son. There are other sons, but "Charlie" is best known to the Record. The sons have every reason to be proud of their father, and to be pleased at the many and hearty tributes paid to his memory. The Record editor need not pay a tribute now, as that was paid when Mr. Mitchell was still with us.

When the announcement was made of the loss of the North Slope, Springhill, by fire, one was inclined to wonder whether Pictou County was to forego to another the notoriety of having more fires than any other in the province. That was set at rest by the announcement, a few days later, that fire had once more broken out in the Albion mine. The fire in the Springhill slope was found to be of a much more serious nature than that at the Albion. The former slope is sealed off for an indefinite period, while the Albion was idle for a few days only after the sealing off of the fire. Springhill is in a sore plight as it can ill afford the loss of a slope, having no immediately available reserves to fall back upon. In the case of Stellarton it is different. There are several other available sources of supply besides the Albion mine. It is most unfortunate that the fires should have broken out at a time when the demand, for domestic and industrial purposes, far exceeds the supply. What the Dominion Coal Co. may do in the way of development at Springhill depends on a variety of circumstances, and, let it be added, assurances. The company—it is an open secret—are not enamoured of its Cumberland possessions as remunerative propositions. The company is easting about for a plan whereby the output can be doubled. That solved, Springhill may again assume a position of first importance.

The following from the Manchester Guardian shows that absenteeism is as big an evil in Britain as in Nova Scotia:

I have received a statement about a North country colliery which suggests that the figures on which Mr. Asquith based the case against the miners last week were a heavy underestimate. Taking all the

coal mines of the United Kingdom, he put the average of absenteeism at 10 per cent, of which 5 per cent was admitted to be unavoidable. But my northern authority would, for his mine at least, more than double those figures. The total amount of absenteeism recorded there among the actual coal getters in September, 1915, was 17 per cent., and 22 per cent. in the same month of 1916. Among dattalers and surface men it was very much lower. Of these totals, taking the men at their word, 10 per cent and 14 per cent in each year were unavoidable. This is a much more serious amount—if we are to take it as more or less general—than Mr. Asquith suggested, and it will be seen how immensely the output would be increased if unavoidable absenteeism were reduced, as it is suggested it should be, to 5 per cent. The colliery in question, I may add, has some 5,000 miners, and it is admitted that the chief cause of absenteeism is the prevailing high rate of pay.

Chiozza Money, in the British Weekly, says: I am glad to say that the report on mines and quarries, just issued, shows that there has not been such a serious increase in the number of deaths in getting coal as might have been anticipated in view of the shortage of labour and the consequent fall in efficiency. The following figures show the number of miners above and under ground and the number of deaths in the last two years:

	Persons Employed	No. of Deaths
1914, January-July.....	1,133,746	1,219
1914, December.....	981,264	
1915.....	953,642	1,297

There has been a real increase in the rate of accident because the number of deaths has risen a little, while the number of workers has fallen considerably. Nevertheless, it is good to think that the time of war has not been marked by large scale disasters.

Nova Scotia mine managers, and mine workers should give attention to the figures and seek out the reasons why the percentage of fatal accidents in Britain is about 1.3 per 1000, while in Nova Scotia it is more than twice that rate. Can any valid reasons be given for the great disproportion? The Department of Mines may be unable to give us first hand information, but are there not numerous employees at the collieries, who have worked in British mines, who could throw some light on the subject? Of course any one can say the unfavorable showing in Nova Scotia as compared with Britain, is due to dissimilarity in conditions, but that is not explicit enough. Are accidents more frequent here because our seams are steeper, our coal, as a rule higher, and our roofs more tender; or is it due to our less improved methods of mining or to the inclination of our workmen to take greater risks. The Record would like that some one with experience of mining in Britain and Nova Scotia would show why it is to be expected that fatalities here should be more frequent and in larger proportion than in Britain.

Coal Shipments, November, 1916.  
—DOMINION COAL CO., LTD.—

Output and Shipments for November, 1916.		
—Output—		
Dominion No. 1	38 737	
Dominion No. 2	62 956	
Dominion No. 4	35 743	
Dominion No. 5	9 179	
Dominion No. 6	24 187	
Dominion No. 7	11 301	
Dominion No. 8	25 224	
Dominion No. 9	12 912	
Dominion No. 10	9 370	
Dominion No. 11	8 370	
Dominion No. 12	21 504	
Dominion No. 14	25 476	
Dominion No. 15	19 557	
Dominion No. 16	18 720	
Dominion No. 21	13 146	
Dominion No. 22	15 533	
		293 505
		338 759

Shipments Nov. 1916	293 505
Shipments " 1915	382 232
Decrease " 1916	88 727
Shipments 11 mos. 1916	3 490 052
" " 1915	3 926 121
Decrease 11 " 1916	436 069

—SPRINGHILL—

Shipments Nov. 1916	22 095
" " 1915	29 440
Decrease " 1916	7 315
Shipments 11 mos. 1916	257 296
" " 1915	306 775
Decrease 11 " 1916	49 479

—NOVA SCOTIA STEEL & COAL CO.—		
Shipments Nov. 1916	48 302	
" " 1915	66 734	
Decrease " 1916	8 432	
Shipments 11 mos. 1916	510 803	
" " 1915	532 544	
Decrease 11 " 1916	21 681	

—ACADIA COAL CO.—

Shipments Nov. 1916	31 044
" " 1915	28 856
Increase " 1916	2 188
Shipments 11 mos. 1916	323 144
" " 1915	263 694
Increase 11 " 1916	60 450

—INTERCOLONIAL COAL CO.—

Shipments Nov. 1916	
" " 1915	
Decrease " 1916	
Shipments 11 mos. 1916	(Wires down before going to press.)
" " 1915	
Decrease 11 " 1916	

—INVERNESS RY. & COAL CO.—

Output Nov. 1916	22 313
" " 1915	26 882
Decrease " 1916	4 569
Output 11 mos. 1916	245 243
" " 1915	218 915
Increase 11 " 1916	26 328

RUBS—(Continued from page 9.)

"If he resigned and is leaving the country can you enlist him?"

"No. This matter was taken up with Major General Benson, and he told us that we must let him go rather than enlist him."

"We had a case only a few days ago. A man was leaving for the U. S. He had been given his time, and we, knowing this, enlisted him. We got into trouble about that."

"That is rather restricting a man's liberty, is it not?"

Mr. Crowell smiled, and said: "Occupying the position I do under the department I do not feel at liberty to answer that question."

"What will they do with the recruiting office?"

"Well, this is not only a recruiting office but rather a sort of clearing house and general intelligence office. Lt. Chirwin attends to correspondence between the units at the front and friends at home, fixes separation allowance matters, marriage questions, and things of that sort."

"Is there not some sort of a special service battalion stationed at Halifax?"

"Yes, they are attached to the 246th general service battalion stationed at Halifax?"

"What are they for, if physically unfit for overseas service?"

"I don't know."

"Why was it authorized?"

"I haven't the slightest idea."

"Could not they be used for industrial purposes?"

"I don't see why not, and physically fit men released. Oh, by the way, we have permission to enlist the Steel and Coal companies, but from these departments only. Of course, they must have permission to enlist."

How very anxious the recruiting officer is over the liberty of the subject. So far in Nova Scotia there has been little if any interference in that direction. Mr. Crowell calls the prohibition of colliery workers to enlist "industrial conscription." Well, has not Lloyd George, the most versatile, the most active and the most popular of the British ministers, urged, abetted and enforced just such conscription. He not only forbade recruiting among mine workers, but actually took men at the front back to the mines. The recruiting officer has no business to be in the vicinity of coal mines or munition plants. Let him go to the outlying districts. The fact is, the prohibition of recruiting in colliery districts should have been enforced long ago. If recruiting was continued insufficient to keep the output of coal would be touched because he cannot take a man from the sent. Well, is there a higher authority to say whether a man's services, in coal cutting, are indispensable or not? The coal companies were very slow in being relieved of the presence of the recruiting officer. There was a protest from them, and the promise given that recruiting, in mining centres, would be relaxed, but the promise was not faithfully kept. That it is stopped at last is something to be thankful for, though Recruiting Officer Crowell is inclined to pout.

## VINDICATED BEFORE MANKIND.

"In this war of nations, Great Britain has vindicated her character. She has suffered from the aspersions of her critics, she has been gravely misrepresented by those of her own household who flung stones at her to rouse her energies, and she has lacked Miltonic leadership; she has not been, unhappily, the trumpet-voice of Liberty, but she has been servans servorum; she has worked silently and humbly for all, and by her efforts, more than by the efforts of any other, the world has been saved from the domination of a selfish militarism. The nation has vindicated itself in the eyes of all mankind.

"All history is a movement toward the moral dignity of the individual man. Many and great kings have been overthrown, many and great empires have been cast down, by the immense pressure of evolution seeking this manifest end of creation. No force has been able to withstand it. Privileges of the rich, the traditional rights of the powerful, even the sacred claims and armed might of the church yield in the end to this movement of the human mind. European history for the last hundred years is a text book of moral evolution. From the fall of Napoleon to the outbreak of this war every democracy in Europe, opposed in every case by clericalism and privilege, has been pressing into greater liberty and towards a more rational justice. And Britain, who without bloodshed has led the way in this great movement of humanity, must still cherish as the loftiest of her ideals the dignity of the individual man, and must acquire an ever greater intelligence in working for that ideal if she is still to lead the nations to the end of the present century."

"War, which seems to us a thing gigantic and overshadowing, is in truth only an interruption of this immemorial movement in the human mind—a movement which becomes swifter and more restless after the check of savage war."

## ANZAC.

Every war adds some new words, first to slang and the "shop" of the army, and then to the accepted tongue. But no war has added a word with a more curious origin or more distinguished associations than "Anzac," born of the chance arrangement of initial letters in "Australian (and) New Zealand Army Corps." Leaving out of account the heroic associations of the word, it is not easy even to parallel its genesis—for "cabal," which looks like its most immediate comparison in English history, was a word before ever the initials of an unpopular ministry stamped it thenceforward as a term of reproach. "Anzac," on the other hand, sprang at once into being and at once into fame. It presents the lexicographer with that unusual phenomenon an upstart which is received at once into the best so-

ciety. The sacrifices of Gallipoli have given it a classical flavour which less remarkable words persist through centuries without acquiring. And today the house of commons is to deal with a bill which bestows upon the word a statutory distinction which no other enjoys—a bill, like the one which is already law in Australia, which forbids the use of "Anzac" as a trade mark or description, or in any other connection with "any trade, business, calling, or profession." It is, when one comes to think of it, a most extraordinary chapter in the history of an extraordinary word. There is nothing except good taste and commercial wisdom, to prevent a man from distinguishing his window-blinds or boot polish by the most hallowed names in English history—or, for that matter, of religion itself. America has its Bethlehem steelworks, and Mount Zion is not unknown in directories of the Lancashire cotton trade. But those who would adapt "Anzac" and its heroic memories to the uses of commerce have had the hand of the British law interposed between them and their graceless ambition. It is a tremendous compliment with which even a word of tremendous associations should be satisfied.

## THE MECCA OF THE BRITISH.

Mr. William Ferguson Massey, the prime minister of New Zealand, has visited London Guildhall to accept the freedom of the city. He said:

"A great British historian once predicted that a New Zealander would stand on London Bridge and look down upon the ruins of this great city. So far the prediction has not been fulfilled, nor do I think it is likely to be.

"On the contrary, there are many thousands of New Zealanders in London at the present time, most of whom have passed over one or other of its bridges. They have seen modern buildings and modern improvements, but no sign of decay.

"As one of those New Zealanders who are of opinion that the Empire will stand for all time, so I believe London will be its capital until the last trumpet sounds—the Imperial City, the mecca of the British, proud, but kindly and hospitable to the kindred of its citizens and the stranger within its gates."

New-laid eggs were realising 4d. each in London lately, and it was said that the price might be 5d. before Christmas. Egypt now sends the most eggs, but large quantities come from the United States and Canada. Potatoes, which now cost about 2d. a lb., are likely to be dearer still before long. The Irish department of agriculture says that the potato crop in Ireland is less than two-thirds of the average, and farmers are urged not to give potatoes to pigs.

"Harmonising Capital and Labour" was the subject of an address by Sir William Lever at Manchester. He declared that the cause of disagreement between capitalists and labour would have to be psychological as material. Capitalists would have to create conditions that would enable labour to take some democratic share in management and some responsibility for the success of the undertaking. It was impossible under the wage system alone to make labour realise that the true interests of labour and capital were identical. The only possibility in harmonising capital and labour was to provide both with the same outlook by dividing what their joint labour had created fairly and equitably between them. On this system each would also automatically share and suffer from losses when they have to be faced.

Mr. Herbert Samuel, the Home Secretary, declared at an Oxford meeting that there was no ground whatever for thinking that our population of 45,000,000 was all that these islands could hold. If we were to deal with the problem of overcrowding in a rational fashion, and spread the people over a larger area, if adequate systems of town planning were pursued still further, and there was an extension of garden cities and garden suburbs, imagination could hardly see the number of persons who could be healthily accommodated within the borders of Great Britain and Ireland.

"As a class farmers do not believe in education, and in that they are absolutely wrong," said Lord Selborne to the Farmers' Club. "It is true not only of the English farmer. I suppose it is an extraordinary microbe that gets into the soil and attaches itself to the men who farm the land in every country in the world."

From 1906 to 1913 the number of convictions for drunkenness in London and other large cities rose steadily from 81,079 in the year to 100,797. Since then it has fallen rapidly. The figures for 1914 were 99,735; for 1915, 75,342, and the total for the first nine months of this year was only 32,443—a rate of 43,257 per annum.

Mr. Montague, the minister of munitions, states that the weekly average of convictions for drunkenness for 1916 shows a reduction of 44 per cent.—males 46.9 per cent., females 38.7 per cent.

### DOMINION COAL CO'S. BENEFIT FUND.

A conservative estimate shows that in the period commencing 1st. July, 1910, and ending 31st. December, 1916, the workmen's payment of \$380,000 has been added to by the Company, in order to enable the sickness benefits to be paid, by a sum not less than \$150,000.

The experience of the society has shown that the proportion of sickness to accident is as one to two, for sickness claims. The same proportion holds good for death claims. The same proportion holds good for death claims. Two-thirds of the deaths since the society was formed have been from natural causes, and has already been paid out to widows and children does not mean that the total liability has been met. There is a much larger amount that has still to be paid out on the Fund.

The cost of sickness relief is now \$1.10 per month per member. The members are contributing 50 cents each. Therefore the mens own contributions fall short of meeting the sickness requirements by 60 cents per month per member.—Glacé Bay Gazette.

### A GREAT EFFORT.

"Germany's policy with neutral shipping—the freedom of the seize."—Star.

Eight square miles of wolfram-bearing area have been found at Hatch's Creek, Northern Australia. Tungsten, which is used for hardening high-speed steels among other purposes, is found in wolfram ore.

After examining nearly half the boys at a great munition works, a doctor reported to the Health of Munition Workers Committee that for the most part they were spiritless and dull, and this was in the main due to the late hour at which they went to bed. The same investigator, rejoining on the boys at another factory, where the home conditions were much better, found that the boys were sound and fit, and though half of them worked sixty hours a week they were fresh enough to cycle, golf, swim, boat, or play football.

"It is believed that the Central Powers possessed over a thousand batteries of guns and howitzers of 5.9-in. calibre and over. We had six, and six batteries of sixty pounder guns, the French perhaps a couple of dozen more."

"They came from the plough, from the desk, from the mine and the factory, yet they are all alike in their indomitable powers of endurance and pluck."

**THE PUSHFUL SCOTS.**

The following is not from a Scottish but from an English newspaper:

"In these days our metropolitan streets are everywhere trod by a type of man, Hercules and Adonis in one, who is assuredly no Londoner. Beside the Cockney this creature, with his keen profile, clear skin, lithe body, and agile gait, is a demigod. Anzac or Canadian he turns out to be, and his military valour and prowess, even under all-British generalship, have made him famous everywhere. What exactly is he?" asks "Lens" in the *Nation* Statesman.

"Early in the year, at the Royal Institution, our leading anthropologist, Professor Arthur Keith, curator of the Hunterian Museum of the Royal College of Surgeons, the finest of its kind in the world, gave some figures which could have no higher authority and which offer the answer of this question.

"According to him, in the United Kingdom, the English and Welsh constitute 79.5 per cent. of the population, the Irish 10, and the Scots 10.5 per cent. But emigration from these islands has ever been more of the Irish and Scots than the English and Welsh. Thus, of the sixty millions of our blood in the United States, the English and Welsh are some 50 and the Irish 40 per cent, the population of Scots being about the same as here.

"But when we observe the racial distribution of intra-Imperial migration the figures are very different. The Scots, who are scarcely more than 10 per cent. of our home population, have emigrated so largely to the dominions that they and their descendants constitute no less than 24 per cent. of British Canadians, 22 per cent. of New Zealanders, and 15 per cent. of Australians. (The corresponding figures for the Irish are 7, 18, and 23.)

"The slightest acquaintance with the men from our dominions will show that the Scottish element is most conspicuously represented. Recruiting has been such among them that of all our colonial troops we may count more than one in four, probably one in three, as really a Scot.

**Best in the World.**

"Certain standing Scottish traditions, which may be carried across the seas to new lands, are scarcely, if at all, less valuable than the Scottish germ-plasm or racial stuff itself. Considering quality and cost together, Scottish education is probably, as it has long been, the best in the world. Scotland is the only really educated part of the British Isles; one boy in four goes to a university. It is the only part of the British Isles, if not of the Empire, that really believes in education. From the days of John Knox and the village school, to the compulsory continuation schools north of the Tweed today, Scotland has always been a generation, or a century, in front of England in this respect. The consequences are to be observed in every part of the Empire, from London outwards, where there are places of responsibility and difficulty to fill. For the unthinkable responsibilities and difficulties of the Imperial problem in the coming time we cannot have too much of such stuff, so nurtured."

**RESOLVE OF THE KNITTERS.**

"We must not grow weary; we must work our fingers to the bone if necessary so that 'they' may be kept warm."—Sphere.

**FALLING LEAVES IN GERMANY.**

"I can imagine that as they fall many a mind recalls that promise of the Kaiser in September, 1914, that his army would be home 'before the leaves fall.'"

**OVERHEARD IN THE STREET.**

"'Would you please dell me ze quickest way to ze hospital!'"

"'Shure, shout three cheers for the Kaiser.'—London Opinion.

**THE SECOND BATTLE OF YPRES.**

"At Waterloo the losses were under 10,000. In this great fight they were little short of 50,000."—Strand Magazine.

**SAYS MR. LE QUEUX.**

"I contend that every German, no matter what he may be, should in these days of grave events be placed securely under a lock and key."—Weekly Scotsman.

Mr. Runciman told a Scottish trade union deputation which waited on him with reference to food prices that the government were considering the whole question of a minimum wage for all workers, and that the subject of the establishment of municipal shops for the sale of foodstuffs was also receiving attention.

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## Synopsis of Coal Mines Regulations.

COAL mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-West Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years, renewal for a further term of 21 years at an annual rental of \$1 an acre. Not more than 2560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory, the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, rescinded by Chap. 27 of 4-5 George V. assented to 22nd June, 1914.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,  
Deputy Minister of the Interior.

N. B.—Unauthorized publication of this advertisement will not be paid for.—83675.

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## Concerning the 'Record'

The first Number of the 'Trades Journal' was issued the first Wednesday of 1880. The 'Journal', while taking a deep interest in the Coal Trade, was more particularly interested in matters affecting the welfare of those employed in the coal mines of the Province. Its aim was to secure for these better working conditions, and to give them the standing in the community to which, it thought, they were entitled. That much good was accomplished along these and kindred lines is acknowledged by all able to make comparison between conditions as they existed in 1880 and as they exist now.

In 1898 the name was changed to the **Maritime Mining Record**, in order to express more distinctly the place it was intended to occupy. Since then, till now, its pages have been devoted chiefly to coal mining, which is the staple industry in Nova Scotia. With the growth of the trade it has grown in influence, and is now considered the one reliable authority on all matters connected with the coal trade.

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