

136 McFarlane

Maritime Shipping Record

DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

"DOMINION STEAM COAL,"

Gas Coal and Coal for Household Use
from the well known seams

'Emery,' 'Phalen,' 'Harbour,' 'Victoria' and 'Hub.'

12 Collieries
in Operation.

OUTPUT:
3,500,000 tons Yearly

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

Shipping Piers equipped with modern machinery,
ensuring Quickest despatch

-AT-

SYDNEY, LOUISBURG, and GLACE BAY Cape Breton Island, Nova Scotia, Canada.

7000 ton Steamers Loaded in 7 hours.

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

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

FOR TERMS, PRICES, ETC., APPLY TO

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Quebec, P. Q.

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Hull, Blyth & Co., 4 Finchurch Ave., London, E.C.

G. H. Duggan,

Alexander Dick,

2nd Vice-President and Gen'l Manager.

General Sales Agent.

GENERAL OFFICES, GLACE BAY, NOVA SCOTIA, CANADA.

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

Telegraphic Address, Latch, Haymills

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AMALGAMATED WITH
WEBSTER & HORSFALL,

(ESTABLISHED 1730)

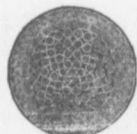
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Manufacturers of all Kinds of WIRE ROPES for
Mines, Tramways, Aerial Ropeways, Suspension
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Locked Coil Winding Cable.



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Lang's Lay or ordinary Patent Flattened Strand Winding or Hauling. Patent Flattened Strand, (non spinning)

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

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Blasting and Sporting Powder, Pellet and Grained Powder for Coal Mining.

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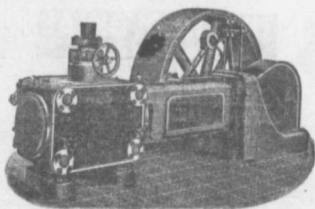
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Corlies,
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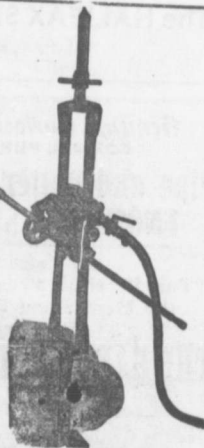
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Manufacturers of

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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—

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our 'FENERTY' Brand

COOK'S PAN SHOVELS,
COAL TRIMMERS SHOVELS,
SCRAPER SHOVELS, ETC.

—ARE USED BY—

The Largest Mines in Canada

—MANUFACTURED BY—

The HALIFAX SHOVEL CO.

HALIFAX, N. S.

ALL GOODS GUARANTEED.

Genuine Garlock Parkings
FOR ALL PURPOSES.

**Pipe and Boiler Coverings,
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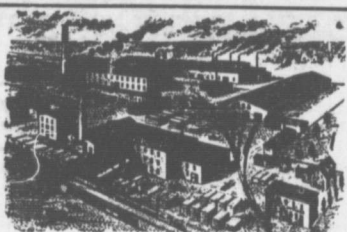
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the Best Sheet Packing yet
Produced.

THE GARLOCK PACKING CO.
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Used by Collieries in Lancashire, Staffordshire & Yorkshire

'X TERRA' COLLIERY LAMP OIL
For Marquet, Muesels Deflector or Closed Lamp.

PURE WHITE FLAME. LOW PRICE.
E. WOLASTON, Dutton St. MANGHESTER
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FORGINGS & Fittings for Stores, Schools &c.
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Large Stocks of Foreign and Domestic Lumber on Sale.

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VIA

**INTERCOLONIAL
RAILWAY**

FOR

**CHRISTMAS AND
NEW YEAR.**

FIRST CLASS ONE WAY FARE
Between all stations on the line.

Going Dec. 21 to Jan. 1, inclusive.
Returning until Jan. 3rd, 1910.

To stations beyond Montreal,—
Going Dec. 24, 25. Returning until
Dec. 27, 1909.

Going Dec. 31 and Jan. 1, Returning
until Jan. 3, 1910. see page 4
FIRST CLASS ONE WAY FARE
TO MONTREAL, ADDED TO FIRST
CLASS ONE WAY FARE AND
ONE-THIRD BEYOND.

Going Dec. 21, 22, 23 24, 25, 28,
29, 30 31, Jan. 1

Returning until Jan. 5, 1910.

Territory—Detroit, Mich., Port
Huron, Mich., Sault Ste Marie,
Mich., Port Arthur, Ont., and points
in Canada east thereof.

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FACTORY IN LACHINE, QUE.

We carry the Largest Stock in Canada of all kinds of Asbestos Goods.

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

Try our "Gripoly" Solid Woven Belting.

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Steel Castings,
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Springs,
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Manganese Steel Castings for

MINING PURPOSES.

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PITTSBURG PA.

Works, South 23rd, 24th, Jane and Mary Streets.

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CAR DUMPS, CARS, CAR WHEELS, LARRY WAGGONS, HITCHINGS, ETC.

LET US SUBMIT PLANS AND ESTIMATES.

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Coal and Coke Works Equipment.

COLLIERY SUPPLIES.

Wrought Iron Pipe. Cast Iron Fittings.

Brass and Iron Valves, Steam, Water and Suction Hose,

Metals of all kinds. Boiler Plates and Tubes.

Fire Brick. Portland Cement. Fuse and Detonators.

Nova Scotia Agents for

Allan, Whyte & Company's Wire Ropes.

WM. STAIRS, SON & MORROW, LIMITED.

Halifax, Nova Scotia.



NOVA SCOTIA.

Mines of Gold, Silver, Coal,

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Titles direct from the Crown

At Moderate Royalties.

GOLD AND SILVER.

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

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

Minerals other than Gold and Silver.

-LICENSES TO SEARCH-

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

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

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

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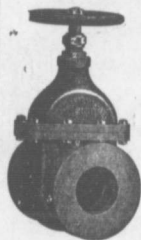
CHRISTOPHER CHISHOLM

Commissioner of Public Works and Mines Halifax N. S.

T. McAVITY & SONS, LTD.

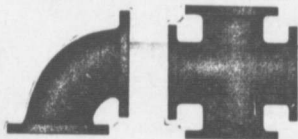
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BRASS AND IRON
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AND STEAM GOODS
OF EVERY
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PUMPS.**

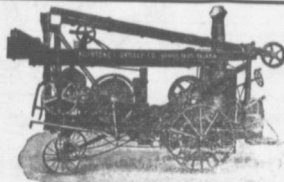
IRON PIPE FITTINGS.



SWEATED AND FLANGED FOR PIPE FROM 1-4 TO 12 IN.

WROUGHT IRON PIPE
PLAIN AND GALVANIZED. ALL SIZES IN STOCK.
CATALOGUE AND PRICES ON REQUEST.

T. McAVITY & SONS, LTD.
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The KEYSTONE

Percussion Core Drill Attachment
is an economical appliance for
TESTING COAL LANDS.

It can be used in connection with any good "churn" drill, but operates best on the long-stroke KEYSTONE, thus making the cheapest and quickest method of boring to be found.

In operation a hole is sunk to the coal with the ordinary Rock Bit. The Bit and Stem are then removed and the Coring Attachment put on in their place. It takes a 4 ft. core out of the Softest as well as the Hardest part of the vein. Avoids all delay and expense of "rods" water wash, diamonds, shot, and heavy operating mechanism.

Price of Complete Attachment
\$200.00

Catalog No. 2 B. is a book on the subject.
We make Water, Oil & Test Well Drillers
for all depths and purposes.
Keystone Driller Co. Beaver Falls, Pa.

Mining & Mill Supplies.

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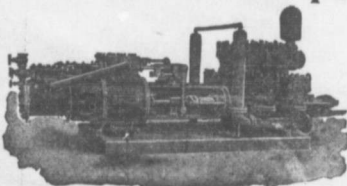
Steam Goods
—of every—
Description.

**Iron Pipe for
Mining Purposes.**

—Catalogues and Prices on Application.—

THOMAS ROBERTSON & CO.,
—LIMITED,—
MONTREAL, QUE.
—Established 1852—

Jeanesville Pumps



FOR MINES, WATER WORKS, SEWAGE,
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Are Reliable, Efficient, and Substantial,
Because almost Fifty Years Experience
Stands back of Every Machine. Fol-
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DIRECT ACTING and CRANK and FLY-WHEEL
CENTRIFUGAL PUMPS, VOLUTE or TURBINE.
Steam or Electrically Driven
Jeanesville Iron Works Co.,
HAZLETON, PA., U. S. A.

ANOTHER GOLD MEDAL,

for excellence of display, awarded to
J. W. CUMMING & SON,
 New Glasgow, N. S.

—MAKERS OF—

“Speedy” Coal Boring Machines, “Acme” Ratchet Rock
 Boring Machines, Miners’ Tools, Copper Headed
 Stemmers Copper Pointed Needles,
 Miners’ Picks, Mauls, Wedges, and
 other mining appliances.

Quality of material and Excellence of Workmanship
 —is the motto of the Firm.—

The firm a month or two ago secured an order from the Maritime Coal, Railway & Power
 Co., Ltd., 200 pit tubs. So highly satisfactory was the work that the first order was, after re-
 ceipt of the tubs, duplicated.

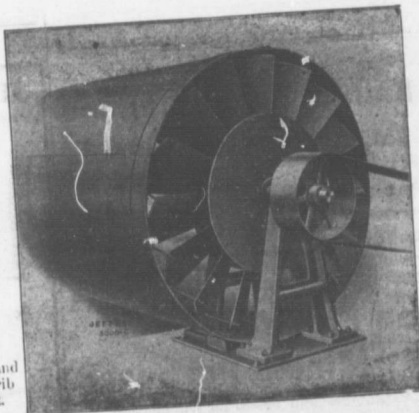
JEFFREY PROPELLER FAN for MINE VENTILATION.

This Fan is highly recommended wherever
 the development does not justify the instal-
 lation of our centrifugal fan.

It has no equal for boosting along feeble
 currents in large operations.

A DISTINCT IMPROVEMENT Over The Ordinary Disc Fan.

It is self contained, simple in operation and
 embodies many new features which are describ-
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The Jeffrey Manufacturing Company, Columbus, Ohio.

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THE...
MARITIME MINING RECORD

Vol. 12, No. 11

Stellarton, N. S.,

DEC. 10 1909.

New Series

ON MID-SUMMER HOLIDAY.

(By the Editor.)

A correspondent who has been reading these notes sends me the following, which is too good to cast aside:

"As your article seeks information on one point, I will proceed to enlighten you. I refer to your criticism of the Carrion bird, which you saw one to fall into error, for, no doubt, you have heard the old story of the cockney and his wife, for the first time, and the conversation which took place, in subdued tones in the rear news, as follows: 'Arry, is that an 'awk or a howl? it's a heugh, thats neither an 'awk or a howl, You are both wrong, for, many years ago, when I went to church regularly or took a whaling for on 'the hen', and was sternly rebuked by my guardian, who explained that this was the dove of any time you are in doubt as to anything perlighten you."

"Thanks, but I am not satisfied. When I was a youngster I kept 'doo's', and I never knew them terful attitudes. When we have a dove as an emblem, the 'vid is shown gracefully and calmly something it sighted on a high hill.

Steamer agents have peculiar ways. On going to the office in Glasgow to book a party of four vacant berths, that is, that each one of the four one. We got wed but took the tickets as the day of sailing suited us. The start was made from Glasgow by rail—to meet the steamer at Greenock. On reaching Paisley the platform was packed with people, and there was a scramble for crowds and we were sent off. The railway officials in Britain can do some hustling, and in half an hour or less after our arrival in Greenock, a number came on board for Belfast, and a number came on board for Dublin. The boat left Greenock about 9 p. m. The night was still and balmy, and the sea like the oft quoted mill pond, It is not always so. The cross channel passage between the Clyde and Ireland and between England and Ireland, is sometimes, frequently, the

ugliest imaginable. To round the Mull of Kintyre, in going to the highlands, is every bit as bad as sailing from Dover to Calais in dirty weather. However, everything was favorable; the only fly in the ointment was the idea of each of the four sleeping in a room with a stranger. When the delightful, drawn out gloamin was being succeeded by darkness, I thought I would have a look at my quarters. The other tenant was out but I surmised from the baggage in the room that he must be a fairly decent chap, like Charley O'Dell of Glace Bay, as he evidently was a member of the topographical survey, or a surveyor of some sort. That was all very well for me, but as I thought of the others I determined to profit by previous travelling experience, and hunted up the chief tale of woe, and poured into his ears a pocket. I am not positive which movement affected him most, that of my lips or of my hand, but he replied with a twinkle, 'What do you want'. 'Two rooms' was my answer. 'You peonle are a bother, come along', and on his declaration we got 'the two best rooms in the ship'. The two rooms were unoccupied. The question is, Was there collusion between the agents and the steward. Does his salary, in part, come from the chance letting of vacant rooms? After a splendid passage we sailed into Dublin Bay early in the morning. The quay is a solidly built sea wall, several miles in length. There is much bustle along the quay front and the noise of the drays is not at this time musical. We had our first experience on Irish soil of a drive to the hotel in an Irish jaunting car. They are usually built for four passengers, and are easy like most things, when one becomes accustomed to them. Though there are hosts of Irishmen in Scotland, there are a few Scots in Ireland. We went to a hotel managed by a Scottish lady, and found the 'faring' all right, and charges moderate.

After a rest, we did Dublin and found it a fair city, especially in its suburbs. The city has been, or rather is, called the Edinburgh of Ireland. When at school I read in the geography that Sackville St., Dublin, was one of the finest in the Kingdom. That was, the reading I mean, ah, so long ago. To-day, Sackville St. is still to the fore, as wide as ever, with the monuments still in place, but it is business like more than beautiful. It is, surely, a fine street, but scarcely comparable to Princess St., Edinburgh. There are some fine shops, and we 'did' a majority of them—from the outside. A visit was paid to a large chapel or cathedral, where a continuous service was going on. The incoming and outgoing of visitors did not seem to disturb the worshippers, though at

times a frown was noticed on the face of one and a welcoming smile on that of another. Of course we had to take in the Royal Chapel, and have a look at the parliament buildings, and the Governor General's city quarters, for all of which, of course we paid, in a more or less indirect manner. Seldom is one allowed to roam about published places of interest unattended. Said a brusque visitor to one of these attendants: 'You would not take a gratuity so I will not offer it'. 'No Sir, I will not take it for myself, but I will take it for the order.' There is no escape, as a rule. Our teres. We demurred, and suggested we have a trial of the common place. Ah, there's appeal there is power in the common place, when one has the genius to expound and appreciate it. We drove through the populated parts. Dublin is famous for its porter, and go where one will in and around the city, the impress of Guinness is en-counter. If our jehu is to be credited, the city is proud of the enterprise, and also the philanthropy of the members of the great brewing firm. The Crown has recognized this and at least one of them is a lord. They have vast estates around the city, and great blocks of buildings. To view the blocks of tenant houses built by Guinness, is on the programme the cabbies have drawn up for the benefit of visitors. The houses have many conveniences, and some utilities such as a big bakery, and the rents are moderate. We were told when in school that Dublin was on the Liffey. That may have been so fifty years ago, but looking at the turbid water running so like a canal through the city, one is led to the conclusion that the Liffey, in great part, had left. Though the water-sewers do not now empty into the river, the water is of a yellowish green, and, to those coming direct from caller air, odoriferous, that is, in a sense, sweetness having given place to strength. Close by, when we crossed over one of the bridges, we saw numerous barges being loaded with stout. No, that is wrong. Porter is porter in Dublin; in London it is stout. The Porter business in Dublin is one of the city's principal trades. If the beverage is made from the water from the Liffey near by, no wonder it is thickish. Leave out Sackville street and the city itself presents no striking features. It is not so busy a place as Glasgow or Liverpool. In the poorer parts of the city one sees as many emaciated people as in Glasgow, which goes to prove that Dublin porter is no more a fat producer than is Glenlivet whisky.

And, now, having taken in the sights, and some of them were pitiful,—a relation of them would not be edifying—we are on our way to the celebrated Phoenix Park, always celebrated but made supremely so by the foul murders committed years ago. On our way our cabby gave us the surprise of the tip. He was as cool a rascal as I have met in many a day. He suddenly stopped the reins will you," and jumped out. And where did he go? The rascal went to get his whistle wet. We were aghast at his cheek, but on his return, his face a broad smile, we restrained our lips, as probably this might be the Dublin way of showing visitors what implicit faith cabbies have in Scotsmen. Speech flowed freely from this on, and everything worth knowing about the park was referred to. It is really a park to be proud of. There may be larger and more interesting parks elsewhere, but I do not know where. For natural beauty of situation, for excellently kept grounds, handsome wide drives, beautiful flowers and green lawns, it cannot be excelled. It is of so great extent—surroundings included—that one is positively surfeited before the circuit has been accomplished. It was pointed out to us the spot where Lord Cavendish fell. There was a dent in the gravelled side walk as if made by a heel; that was the spot. We looked at it, and we looked at the cabby, and thought what a liar a Dublin man could be. The spot where the famous victim fell was somewhere near there. It is curious the exact spot is not marked by a column. The Dublin fathers are wise; they do not wish to deprive the car drivers of a chance of a livelihood.

We 'did' the suburbs, for double deckers are in the top of a tram car, for a view of Dublin Bay, and use here too. We had a view of Dublin Bay, and the place where bathers congregate. The latter puts one in mind of parts of Little Harbor when the tide is out. The bathers, those who are not satisfied with a hip bath, have to walk a long way to get deep water. The sand probably has a large admixture of mud. As a whole Dublin is a fine city. We cannot do it justice as 'Killarney' will take up the remaining space at my disposal. Through the ubiquitous Cook a special tour, for four, was arranged, at a fairly moderate rate. The charge included drives, pony ride, sail, hotel, and guides, all except the tips, which we found out were neither moderate, few, or far between. From start to finish every number had 'tip' as a prologue, and tip' as an epilogue. If by chance it was not a prefix it was an affix.

Leaving Dublin by express train in the morning, Killarney was reached after a four or five hours journey. At a couple of stations there was a scramble for provender. There were seven in the compartment and with the right comrade spirit we shared in common. Killarney is a little town or a big village. Its main street is thronged with carts and other vehicles. It is evidently the market town for the surrounding country. Here we got into a jaunting car and were driven to the hotel allotted us, which we found to be nicely situated, and fresh and clean. The table gave no opportunity for over-feeding; it afforded a sufficient opportunity for over-feeding; it afforded a sufficient opportunity, and added to ones experience. The first thing on the programme was a drive to the meeting of the water-courses. We had barely started when we came to Lord Leagu's grounds, through which we had to seem, to pass. A shilling to the gate-keeper. Tip No. 1. A few rods on, another gate for tip to two, to children hired primarily for the securing of tips, with the opening of the gate as an incident. Tip No. 2. Further on, tip number 3, on which a dour member of the party asked the driver to vary a while we arrived at Victoria's Cottage, so called because Queen Victoria dined in it when she visited the lakes. Here we were ordered to come down. One of the four hinted he was content. He must come down; it was the programme. A bailiff saw that we alighted safely, and then proffered a request. Oh, yes, more ground rental, Tip No. 4. We must go into

the cottage. Lots of nic naes to select from, but the female attendants were half decent, so we laid in a supply of soft drinks and post cards. A-way again. Soon we came to the 'meeting of the waters,' and took a snap. Again off and round the middle lake. The scenery was magnificent, and as the day was fine, and our minds were at peace, as we were assured the importunists would be few. Having viewed the lakes from the land, we set out next morning to view them from the water. After a brisk drive of many miles in the crisp morning air we reached 'Norah's' cottage, at the head of the famous pass of Dunloe. On the way I asked who Norah was. She was, we were told, the most beautiful woman in Ireland. She had died years ago and the cottage was kept by her grandaughter. He was asked if Norah's beauty had descended, to which he naively replied, 'You can judge when you see.' We saw and were silent. Norah's grandaughter was anxious to make sales; we were not very eager purchasers. Ponies ready, was the cry, so out we go gladly. There are eight ponies, for another party of four is to do the pass, and eight guides. We each got a leg up and had stirrups adjusted. The ponies we soon discovered were highly trained, if not high spirited. All along the road they knew the halting places, the rendezvous of the fiddlers, the echoists, the socksellers, and the soda water sellers. We had gone a small piece when a halt was made and the eight ponies and their riders made to face a camera. The result was a fine photograph, the proof of which was shown us same day, and evoked an order. On we go—for a short space—when a man with a bugle accosts the party and asks: 'Do you want to hear the echo?' The response was not herry; some were suspicious. However after a little there was a halt; the bugle sounded; some said they heard the echo distinctly, and told the ponies to 'gee up.' But the ponies knew better; the principal part of the performance was still to come. It came when the bugler demanded sixpence each. Four shillings for three toots; not a bad three minutes wage. All paid, though some 'sassed' and others used silent saxon. After a further short distance we discovered that there were more echoes. Halt. A kind soul slipped to the ponies head and said that part of the formula consisted in hearing our own echoes. Would we shout. We shouted. That won't do; great lack of unison; again; that's better, but not yet up to the high standard of the Pass. Each drew a long breath, and, as they used to say in West Pictou, prepared to pucker. One, two, three, and then, regardless of dignity—being far from home,—we yelled like people possessed, and the performance was pronounced a perfect success. 'Gee up.' Oh, no. We had broken the peace and had to pay the penalty, not in a police court but to the very person who had invited us to the performance. Shouting you see, is one of the ways they have at Killarney of raising the wind, and depleting the wanderer. The road is steep, tortuous and narrow. As we wend through the Pass's jaw's we try to take in the grandeur of the scenery. But our thoughts get frequent jolts. With his back against a rock we come up to a semi-blind fiddler scraping away for dear life. The pony pauses, and having learned our lesson, we know what is expected. Tip No. 10. Off a-gain. Only a short respite. Suddenly a volley is

set or let off. Ah, in honor of the visitors? Not quite. The echo reverberates through the hills. As we pass the 'fort' we find it held by two men who quietly ask us for a donation towards the expense of the volley. Tip No. 12. Our pace is now steady and uninterrupted for a couple of miles. Our guides have left us, all but one or two, and have taken a short cut across the mountains to intercept us when the ponies draw near to the place of embarkation. As we turn to the left there is a long road before us. We see it is not tenantless. There are lots of peasant proprietors, chiefly women, selling socks, post cards and various nic naes. The selling is all a pretext; the receiving is the essential. There are very many beggars, and if you have no small change and give a shilling expecting to get something back, well you may be disappointed. These ponies, as soon as they see the shadow of an extended hand show more life than previously, and the poor old beggar pretends she cannot keep up. Really begging in these parts is a fine art and the ponies are particeps criminis. Finally we reach the dismounting place. Here, though we have paid for the ponies, a tip is expected. I offer a shilling and sixpence, and am told that that is much below the usual donation. I looked hard at the chap who in answer to my look said "Of course it is as 'yer anner' pleases, you are not bound to give anything." I raised to sixpence and to my surprise he said "God bless 'yer anner". I paid also for my wife a similar amount, and was surprised when she made a demand for two shillings to pay her attendant, saying that he said he had'n't been paid. This was flagrant, so I faced him; then he said the extra attention paid his charge was worth a further doancer. I told him I came from Canada where bribery, corruption and graft were unknown. He forgot the benediction. I thought to finish in this issue but as we have not done with Killarney, adjournment is in order.

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DEC. 10

A WORD WITH THE 'FREE COAL LEAGUE'

If self preservation be the first law in nature, then surely following closely should come as a second law, the preservation of the life of our fellows. We have it on the highest authority that "All that a man hath he will give for his life". The great Teacher said Love your neighbour as yourself. In other words if you love your life to the extent of relinquishing all your possessions,

then you ought to do a similar thing, or as near it as human nature makes possible for the life of your neighbour. The importance and the value of life, in general, never enters the mind of the one man who, with a vanity unapproachable, is free of subscribing himself "Secretary of the Iree Coal League". Perhaps that is the only means known to the Secretary of the long since extinct League, of keeping alive the memories of his two departed associates, who with him constituted the whole show which masqueraded for a time under the name of the Free Coal League.

When W. C. Milner asks the question: "Why cannot the Nova Scotia operators mine coal as cheaply as in the United States, he is at the same time asking, perhaps unwittingly, 'Why need the Nova Scotia operators be so careful of human life?' Mr. Milner accuses the operators, of Nova Scotia, of having conspired to reduce or remove competition and so enhance the price of coal. Competition reduces prices; that is the position of Mr. Milner. It may, but it does far more, much more than, seemingly, has ever entered into the head of him. Of all the mining countries in the world, the United States ranks first in the fatalities in her mines in proportion to the coal extracted. We make the assertion that cheap coal is perhaps the greatest factor in placing the U. S. in so unenviable a position, and we back up this assertion by quoting from a paper read before the National Civic Federation in New York by Mr. J. A. Holmes the expert of the United States Geological Survey:

"The economic conditions upon which coal mining is based in this country are fundamentally bad; and the evil consequences are so far-reaching as to both time and extent, and are so essentially national in character, that this subject demands the earnest consideration of our best statesmen, as well as of our best engineers.

"Ruinous competition exists not only between the operators in the same field, but between the operators of one field as against those in another field, or in another State, where different mining laws and regulations exist;

"This competition is first of all driving out of the business the small operators except where they find protection under local freight rates; and is forcing even the larger operator to mine coal under conditions which he cannot approve but from which he finds no escape. If he and his fellow operators endeavor to 'get together' and place the price of coal at the mine on a reasonable basis they go to jail under either a Federal or a State statute; and as the only alternative each must live (or succumb) by underbidding the other, which he can do only through wasteful and UNSAFE mining methods;

"Even when the demand for coal and the prices are at their best, under existing conditions, the operator can mine only that part of his coal which can be taken out most cheaply and sold at higher prices; and the remainder must be left underground in such shape as may preclude its future recovery. And thus we waste yearly more than 250,000,000 tons of the nation's fuel supply; And the penalty which the nation is paying for this bad system is this increasing waste of resources and the still more unpardonable INCREASING WASTE OF HUMAN LIFE—the yearly loss of 250,000,000 tons of coal, and the killing or injuring yearly of from 8,000 to 10,000 men."

After asking 'what are the remedies' Mr. Holmes lays down five propositions, and then adds as the sixth the following:

"The ruinous competitive system upon which coal mining in the United States is based at the present time should be changed, and that the price paid for coal at the mine should be such as will permit and secure safe and efficient mining—mining unaccompanied by either this LARGE LOSS OF LIFE or waste of resources—mining which can have due regard to not only the safety but also to the health and the comfort of the men who toil underground and whose labor is so essential to the welfare of the nation. All this can be done without adding appreciably to the burden of the average American citizen.

"There can be no permanent industry without reasonable profits. It is unjust and irrational that in this great and essential branch of industry, reasonable profits should be dependent upon any unnecessary sacrifice of human life, and unnecessary waste of resources which we can neither replace nor restore and which will be essential to the future development of the country.

"This industry needs and deserves fair treatment at the hands of the American people, and upon its receipt of such treatment depends in no small degree not only the welfare of the operators—though no body cares about them—but also the welfare of the 600,000 miners who risk their lives in supplying the fuel for the nation's industries, and the heat and light for the nation's comfort and convenience."

Which does Mr. Milner want; Wasteful methods in mining and great sacrifice of life, or coal at a price which leaves a profit to the owners, and enables them to take measures for the preservation of life?

- Rubs by Rambler.

Now that the temperature is lower than it was a few weeks ago, and men may be inclined to look at matters more dispassionately, let me bark back to the meetings of the American Federation of Labor held in Canada a short time since. The proceedings of the congress were in parts farcical and might not merit criticism, were it not for the publicity given them over, certain of the papers, who dared not pass them over, in the silent contempt they deserved, for fear of being called prejudiced, or of losing the good opinion of a few blatant demagogues. To be logical, or consistent, few blatant demagogues. To be logical, or consistent, never entered the head of any pupil of the American Federation school. What matters it to him if their Federation runs counter to fact? Delegate Simpson of Toronto, who was several weeks in the fray in C. B., declared at the congress that every grit in Nova Scotia was on the side of the Dominion Coal Co., and of the Provincial Workmen's Association, which was only a political fake organization, and a bunch of "strike breakers". The latest man to say that the United Mine Workers were sure to win is Haywood of Colorado reputation, and what he said was said before him by every official of the U. M. W. The grits at the present time are largely in the majority, and a grit government is in power, and, thanks to the folly of the conservative press, is likely to continue in power for an indefinite period. If, then, comrad Simpson's

statement is correct, how can the U. M. W.'s, possibly win. If the U. M. W.'s can beat the local government as well as the P. W. A., the sooner the federal government makes overtures for annexation the better. Simpson reaches the limit when he says that the P. W. A., a society with thirty years of splendid work behind it, a society which has so advanced its members, mentally, materially, and physically, as to make the American members of the U. M. W. appear pigmen beside them, is only a 'lunch of strike-breakers.'

In the preamble to a resolution we read: 'And whereas the Dominion Coal Co. recognizing the weakness of the P. W. A. and the strength of the international organization. Of what international organization? If the U. M. W.'s. are meant then they are not aware of their strength, for at a labor meeting held lately in Springhill, we were told as coming from Lewis that on the successful outcome of the C. B. strike depended the life or death of international unionism. What sort of an international union is it that can be knocked helpless by one reverse in out of the way C. B.'

Perhaps by and bye, if sufficient patience be exercised, we may arrive at an approximate of the reason, or the occasion, of the strike at Glace Bay. At first all supposed that it was a strike for recognition; later we were all solemnly told we were all wrong and that the strike was simply to compel the company to receive a committee of its workmen; and again we have a resolution declaring that the strike was for none of these things, but "the United Mine Workers were compelled to declare a strike to prevent discrimination, after a board of investigation under the Lemieux Act had declared that there was no discrimination." And therefore we have, Simpson, though he is not only a bit of a, but a whole, blatherskite, giving the true inwardness of the strike. It was, or is, all over a thing non-existent. It is, he says, against discrimination, and yet a far greater than he, and, or, of his American organization, namely, the Lemieux Board, has declared there was no such thing as discrimination.

The framers of that resolution in the American Federation, it is quite evident, are babes in their knowledge of human nature. The resolution declared that the U. M. W.'s were discriminated against, and the P. W. A. men preferred, and 'strongly condemns the action of the P. W. A. men in not coming out to help the U. M. W.'s. Against whom? The Company! No; against themselves. What sotties and simpletons the P. W. A. men would have been to come out on strike against the company wholly and solely because they, and not the other fellows, got any soft snaps that were going off course, of course—we have heard it before—when the U. M. W.'s. wanted the P. W. A.'s. coats, these should, have been given them and the P. W. A. cloaks also. The P. W. A. men didn't quite see it in that way, and only those who do—and they are few who do business on these lines—are in a position to first throw a stone at the P. W. A. I'd not sure I could do it. If a friend, who had'n't melons to go all round, makes a present to me of a melon, and gives a neighbor a lemon, I'm not certain that on the latter invitation I would join him in denouncing the donor as a mean man and a mischief maker.

The Secretary of the Free Coal League is in dire straits with no member left to commune with. Like one of the messengers to Job, friend William can say,

"And I only am left alone to tell" the people of Nova Scotia how badly they are being knocked by the coal barons. The remaining remnant of the Free Coal League in a letter in last Saturday's Herald outdoes himself in the sheer recklessness and utter wantonness of his statements. He talks of a financial magnate who made seven millions out of paper stock. If he refers to Mr. Whitney he is grievously in error. The paper stock cost that gentleman as it cost every other purchaser, a sum not less than fifteen cents to the dollar. Every one in Nova Scotia as well as Mr. Whitney had a chance to buy big blocks of the stock at fifteen cents. For years it went begging at that price as the remaining remnant knows. The Free Coal League man is not honest, that is a hard thing to say but he himself furnishes the proof. He hints that a magnate made more than seven million dollars out of steel by trifling with its coal supply. The statement needs no answer. The Free Coal League man says there is a discrimination of at least a dollar, on the part of the companies, on coal supplied the I. C. R., as compared with that supplied the G. T. R. The Free Coal League should know that there is a difference in the first place of fifty cents in the quality of coal taken by the I. C. R., and that the I. C. R. are retail purchasers, taking a few cars as it suits them during any part of the year, and not taking 300,000 tons within a period of five months. W. C. Milner is certainly ignorant of the rudiments of business. On all grounds there is a vast difference between the retail and the wholesale price.

The declaration of a twenty per cent. bonus on the common stock by the directors of the Nova Scotia Steel & Coal Co. was the slickest thing the writer has come across since he developed a fondness for scanning the financial columns of the Montreal Star. On no previous occasion that I can recall was the cat kept so securely muffled in the bag. There was not the faintest mew in the Star, on the Streer or among the knowing ones that anything but an ordinary dividend would be declared, and that not till January. It speaks volumes for the directors of Scotia that they kept their own secret. No immediate friends or distant relatives were given a whimper of what might happen. Whether the bonus is a bonanza or a blister matters little compared with the fact that it came unheralded. Some brokers, naturally, are angry that the Scotia people did not take them into their confidence, and are inclined to side with those whose particular avocation is to knock this stock. Sometime ago I expressed the hope that a six per cent. dividend, which some clamored for, would not be declared, but a five per cent. dividend as preferable with a one per cent. bonus thrown in from time to time. Of course no self-respecting body of directors would adopt the suggestion in its nakedness, of a layman. They have done it however, all the same, but in a different and original method. A Montreal broker thinks the 20 p. c. bonus is no melon. He better bide a wee. The one per cent. dividend is for the last quarter of 1909. Wait a few months and then possibly there may be another declaration, and not a one per cent. one.

Some editors, some clergymen, some lawyers and some laymen, who have not found their feet, treat us at times to a lot of stuff which may be termed Academic socialism. Perhaps they cannot do any better for most of the socialism we hear about is purely acad.

has assumed the task of collecting subscriptions for this memorial. After careful enquiries, it was decided that a memorial library of mining and geology was the most appropriate both as a perpetual monument and as a tribute that Mr. Fletcher himself would have approved. In order that this library should be of the greatest accessibility and utility to the whole province it was deemed best that it should be placed in the New Technical College at Halifax.

A special committee of the Mining Society approached the government in this connection and was freely accorded permission to place such a library in the Technical College under the charge of their competent librarian. Further than this the government showed its hearty sympathy with the movement by offering all the books on mining and geology in the Provincial Science Library as a nucleus for the Fletcher Library and agreeing also to provide the library furnishings for this collection. By placing the library in the Technical College it will be used by the engineering students there, by the public in Halifax and visitors in the city. It is the intention also to send books to anyone in Nova Scotia who will pay express charges. The Hugh Fletcher Memorial Library will be a separate and distinct entity by itself although a department of the Provincial Science Library and the former will have a suitable bronze plate outlining the life and service of the man to whom it is dedicated.

In order that the library shall be adequate in these departments of mining and geology, it is necessary that the sum of \$4,300 be raised. Of this amount, \$4,000 will be invested by a Board of Trustees and the income shall be used each year to purchase books on the above mentioned subjects. The selection of the books will be left to the President of the Technical College and the librarian. The \$300 will be used to purchase a suitable bronze plate outlining the life and accomplishments of Hugh Fletcher and the commemoration of the library to his memory. Besides this plate, there shall also be purchased an engraved book plate of tasteful design, a copy of which shall be inserted in each book belonging to the Memorial Library.

The Mining Society of Nova Scotia have opened the subscription list with \$500.

have gained ten seats. At present there are vacancies in Portsmouth and the Uxbridge Division of Middlesex, but late representatives having been Liberal and Unionist respectively the balance of parties is in the meantime unaffected.

The following corrected tables show the distribution of parties in the United Kingdom according to counties and burghs:—

ENGLAND.				
	Lib.	Union.	Lab.	Nat.
Counties.....	151	66	15	—
Boroughs.....	86	45	28	1
Metropolitan.....	35	22	4	—
Universities.....	—	5	—	—
	272	138	47	1

Including one Socialist and the two vacancies—a total of 461, and an Anti-Unionist majority of 183.

WALES.				
	Lib.	Union.	Lab.	Nat.
Counties.....	19	—	3	—
Boroughs.....	11	—	1	—
	30	—	4	—

A total of 34 members—all Anti-Unionist.

SCOTLAND.				
	Lib.	Union.	Lab.	Nat.
Counties.....	37	4	—	—
Burghs.....	22	5	2	—
Universities.....	—	2	—	—
	59	11	2	—

A total of 72 members—Anti-Unionist majority, 50.

IRELAND.				
	Lib.	Union.	Lab.	Nat.
Counties.....	3	12	—	71
Boroughs.....	—	4	—	—
Universities.....	—	2	—	11
	3	18	—	82

A total of 103—Anti-Unionist majority, 67.

Anti-Unionist majority—England.....	183
Do. do. Wales.....	34
Do. do. Scotland.....	50
Do. do. Ireland.....	67
Total Anti-Unionist majority.....	334

The following is a summary tabulation according to countries:—

	Eng.	Wales.	Scot.	Ire.	Total.
Liberal.....	272	30	59	3	364
Unionist.....	138	—	11	18	167
Nationalist.....	1	—	—	82	83
Labour.....	47	4	2	—	53
Socialist.....	1	—	—	—	1
Vacant (English seats)	—	—	—	—	1

670

POLITICAL SITUATION IN BRITAIN.

The present state of parties in the House of Commons is shown in the following table:—

Liberal.....	364
Nationalist.....	83
Labour and Socialist.....	54
Unionist.....	167
Vacancies.....	2
	670

Anti-Unionist majority, 334.

At the General Election of 1906 the balance of representation was thus adjusted:—

Liberal.....	401
Nationalists.....	83
Labour.....	29
Unionist.....	157
	670

Anti-Unionist majority, 356.

The growth of the Labour party at the expense of the Liberal majority has of course been due in only a minor degree to by-elections. Since 1906 the Unionists

ELECTRICITY IN MINES.

In a paper on "Recovery of Power from Exhaust Steam," read before the Midland Institute of Mining, Civil and Mechanical Engineers, at Leeds, Mr. W. M. Sanderson pointed out that successful installations were already in operation or construction at works connected with steel rolling mills, blast furnaces, iron-works, collieries, carriage and wagon works, textile and other electric supply stations and steamship propulsion, showing at once that the field for its employment is wide and varied. Apart from the problem of steamship propulsion, the best cases were presented at works connected with the iron and steel industries and at collieries.

AROUND THE COLLIERIES.

A meeting of the shareholders of the Nova Scotia Steel & Coal Co. is called for the 15th., to ratify the action of the directors in the matter of bonus, etc.

The Copper Lake Co'y. are pushing development work, and having surface surveys made. It is claimed that as the work progresses, hopes run high.

The Dominion Coal Co. sent over a million tons of coal to the St. Lawrence the past season, notwithstanding the efforts of the U. M. W. to hand over that market to the Americans.

The conspiracy case has been adjourned till the 15th. J. Reid Wilson gave evidence which made the informants squirm. So far little has come to light which looks as if there had been conspiracy.

There is no stir at Springhill nor will there be any movement of the wheels of industry, likely, for an indefinite period. The officials still man the engines and pumps, and intend to keep pegging away.

The Drummond colliery made a very substantial gain November this year over last. Work may be a little slack this month, but November's gain may result in keeping the shipments for the year equal to last year.

That the Dominion Coal Co. was able to ship 1,000,000 tons of coal in the five months, July.—November, inclusive, ought to convince all but the blind, that the U. M. W. strike was not quite so effective as its leaders make believe.

The output from the Nova Scotia Steel & Coal Co.'s collieries for November was the biggest yet. The company's shipments for the year will be over three quarters of a million tons. The increase in shipments will be, on or off, about 110,000 tons.

The owners of the River Inhabitants coal areas have been making efforts to get American capital interested in the areas. This may not be an easy matter as the information relative to the value of the field is somewhat indefinite. More prospecting is necessary.

The Inverness Ry. & Coal Co. shipped more coal in November of this year than last, which surely goes to prove that there is not much of a strike there, though the U. M. W.'s, made pretence that the siege is still on. They are holding out for effect merely, or to hinder the men going to Glace Bay.

It is true that the miners in C. B. have a 'right' to belong to any union they choose. It is also true that it would be suicidal for any company to 'recognize' two unions, as the one would always be on the jump to force a bigger concession from the company than the other had got. The Dom. Coal Co'y. recognizes the P. W. A.; how can it in reason be asked to recognize a second miners union.

The C. B. papers report frequent assaults by U. M. W. pickets on workmen of the Coal Company. This thing should be put a stop to and in quick order. There are too many admissions to bail and fines. Ten days on bread and water might prove more effective than a twenty dollar fine.

The Herald says that if its advice, not to run a party candidate in Cumberland, had been taken, the labor candidate would have been elected. There are folk who say that had the Herald not incited the labor party to a forlorn hope the conservative would have been elected. The RECORD, possibly, shares the latter view.

Logical scribes, those of the U. M. W. We are told that our young men are leaving for the West because wages are low here. And yet the U. M. W.'s gave a lawyer three thousand dollars to prosecute the coal operators for combining to keep up the price of coal, so that they might be able to keep wages at the present high level. Funny way to seek to increase wages by seeking to put coal prices down.

The Canadian Fairbanks Co., Ltd., have been appointed the exclusive sales agents for Canada for Dicks' Balata Belting, and have purchased the business of J. S. Joung. All orders in the future should be sent direct to their nearest branch house. Large stocks are carried at the present time at Montreal and Vancouver and stocks are on the way to the branches at St. John, N. E., Toronto, and Winnipeg.

For a year Mr. B. F. Pearson has been dickering away with James Ross for a lease on a royalty basis of the Dominion Coal Co.'s interests at Port Morien, in the Blockhouse seam. His efforts have at last been successful. It is proposed to sink an additional big shaft, and develop the area. A writer in a C. B. paper says the North Atlantic Collieries have driven nearly to the boundary in the Gowrie seam. What boundary? This explanation of the writer of that item is of the kind that needs explanation. We hope they are not near the boundary, or else we do not look for 50,000,000 from the Gowrie in the near future. The company is doing well, and need not have romantic things said about it.

At the present there is a falling off in the demand for slack coal, and as a consequence there is not the same anxiety at, at least, one of the Pictou collieries, to produce round. There are objections to banking slack. The curtailment in the consumption of coal at London derry, owing to there being no furnace in operation, is responsible for any slackness that may prevail for a time at the Drummond colliery. Any capable miners who may be dispensed with may perhaps find work in C. B. Coal for domestic purposes, though so much is heard about it from W. C. Milner, plays a small part in creating activity at the collieries. Industries are the big factors.

Coal Shipments November, 1909

—DOMINION COAL COMPANY, LTD.—

Shipments July 1909	206 850
" Aug. "	248 629
" Sept. "	200 893
" Oct. "	195 888
" Nov. "	188 135
	1 040 395
Shipments 11 mos. 1909	2 250 386
" 11 " 1908	3 049 091
Decrease 11 " 1909	798 705

NOVA SCOTIA STEEL & COAL CO.

Shipments Nov. 1909	84 035
" " 1908	56 007
Increase " 1909	28 028
Shipments 11 mos. 1909	734 241
" 11 " 1908	601 620
Increase 11 " 1909	132 621

ACADIA COAL CO.

Shipments Nov. 1909	28 793
" " 1908	29 014
Decrease " 1909	221
Shipments 11 mos. 1909	252 522
" 11 " 1908	294 409
Decrease 11 " 1909	41 887

INTERCOLONIAL COAL CO.

Shipments Nov. 1909	23 382
" " 1908	15 771
Increase " 1909	7 611
Shipments 11 mos. 1909	232 798
" 11 " 1908	226 067
Increase 11 " 1909	6 731

INVERNESS RAILWAY & COAL CO.

Shipments Nov. 1909	23 478
" " 1908	22 635
Increase " 1909	843
Shipments 11 mos. 1909	209 184
" 11 " 1908	240 871
Decrease 11 " 1909	31 687

Notwithstanding all that some Montreal brokers and bankers may say, the Scotia directors must be credited with wisdom in declaring a bonus of twenty per cent. They tell us that a bonus is not as good as a six per cent dividend. Perhaps not so far as money in hand goes, but it is better for the future of the shareholders, those who are investors and not speculators, Scotia will do

so well, it is expected, in future that profits may warrant more than a six per cent dividend. But 'policy' cries out 'have a care.' If you declare too big a dividend some others may put in a claim for a share. Who these are we need not particularize. The stock given additional as a bonus, can not be in future called 'water', for as the directors say a million and a half was short paid the common stockholders in the way of dividends. The money was used for additions and improvements. The twenty per cent. bonus does not cover the indebtedness to the holders of common, and it may be that, in course of time, another bonus may be in order to square matters. Those directors are wise, who while striving after big profits, refrain from flaunting them.

One would scarcely expect that Haywood, of Colorado, of all men, seeing he declares he was hounded, persecuted, defamed, hit below the belt and so forth, would be one likely to do that which he violently condemns in others. And yet that is just what he did when he stated that Grand Sec'y. Moffatt held a block of Dominion Coal Co's stock. The intention is evident and was despicable. He desired to create distrust, and induce the men to believe that Moffatt, in his own interest, might favor the Coal Co, Mr. Moffatt denies ever having held stock in the Coal Company. Similar things were said with evil intent of a former secretary, who never saw or handled any of the culificates of the company. If men like Haywood are the accepted champions of American unionists, God help the unionists.

AFTER DAMP.

Referring to a late colliery disaster in Wales when five would be rescues,—the death roll being 27,—lost their lives, a correspondent of Science and Art says. During the last 12 years so much has been written upon the death dealing constituents of after-damp by leading medical and other experts, that there can be no excuse for ignorance upon this point by any person occupying a responsible position in connection with a colliery. At Penygraig explosion in 1884 three rescuers lost their lives because they staked their faith and their safety upon their lights which they carried. As their leader remarked "while the light will burn he can live." Those were his last words. Is this idea possibly not dead yet? Herein lies the insidiousness of CO₂. The preponderance of CO₂ would be a rather fortunate circumstance and so also would a reduction in the oxygen percentage present in the mine air. Either of these conditions would operate to put out the lights and, being unable to proceed, the dead rescuers might have been alive to-day. Another, medical gentleman, was very nearly added to the list of victims. It is difficult to furnish adequate reason for rushing forward into an atmosphere without safe means of testing, and particularly in an environment altogether new. Probably the reader will object to these remarks and insist that a laudable object—that of saving life—was the incentive. In this the writer fully concurs, but it is as well to remember on occasions like this that would-be rescuers are capable of greater service when alive than dead. In the words of Dr. Leonard Hill "No amount of enthusiastic courage avails, and it is very foolish to enter such places without a dress." One might add, "or at any rate until the ventilation is partially restored."

SELECTED QUESTIONS AND ANSWERS.

(Science and Art of Mining.)

EXAMINING A MINE.

Q.—Suppose you were asked to make a thorough examination of a mine. What are the chief points you would direct your attention to?

A.—The purpose for which the examination is to be made is not stated, so I will assume it is with a view to the safety of the mine; that it applies only to the mine proper, that is, the surface of the shafts and the underground workings, etc.

I would at the first favorable opportunity make a thorough examination of the shafts (downcast and upcast) and their fittings, the guides and conductors, the head-gear and pulleys, winding ropes and cages, cage chains, the fencing of the shafts at top and bottom and at any intermediate landings, signalling arrangements, etc. Ascertain by a very careful and minute inspection whether there are any defects in any of the fittings and fixtures from the pulleys down to the shaft bottom, paying very careful attention to the shaft wallings, the tubing, (if any), columns of steam or water pipes (if any). Search carefully for any defects in girders or beams or attachments supporting same.

During the working shift I would at first read the firemen's reports for the day, then for several days previous, noting any cases of the presence of gas, or falls, or dangerous symptoms in roof or sides, the condition of the ventilation, etc. Next, I would proceed to make a very careful examination of the general ventilation of the mine by testing the condition of the current in the main returns, using delicate tester for the purpose if necessary. If the result so far is satisfactory, I would proceed further in this inspection by travelling the main intakes, searching for gas in all likely places, testing the returns at favourable point to be positive of the condition of the current throughout. Examine carefully any old wastes or goaves in which gases may have accumulated, ascertain what arrangements are made for dealing with same (if any) during its expansion on a decrease of atmospheric pressure, or in case of the roof coming down in the wastes, which will then force the gases out into the workings if provision is not made for dealing with it under such circumstances. Such accumulations of gas are very dangerous, and liable to foul large areas of workings when the roof comes down, and should always be kept under strict observation. The conditions of the air in the working places should have strict attention, and if at any time the lamp flame shows a cap the workmen should be withdrawn. Firing of shots should be suspended until all is clear. The main returns should have special attention, as these are often fearfully neglected. Insist upon having adequate returns which will afford separate means of ingress or egress to any part of the mine.

Now, supposing the condition of the mine is satisfactory so far as the ventilation is concerned, I would then devote special attention to the condition of the main haulage roads, seeing that where it was required suitable timber was properly and efficiently set so as to afford the maximum of safety, also that sufficient height was provided wherever draught animals were used, and places of refuge within proper intervals. Pay very strict attention to all underground haulage, appliances, machines, ropes, chains, and tackle connected therewith, and see that efficient means of signalling is installed and in good working order.

I would make a very careful inspection of each working face (in long wall), and of the different districts in pillar workings—where such was in vogue—making inquiries as to the sufficiency of timber and its proper use. In case such workings are at any point in the proximity of old workings containing gas, or water, ascertain that adequate precautions are taken to ensure the safety of the mine. Make inquiries as to the feeding and watering of horses during working hours, and in cases of neglect direct that such be remedied. Endeavour, if possible, to find out whether the officials of the mine perform their respective duties, and in a proper, cautious, and intelligent manner.

In my opinion the chief points for attention are to see that the provisions of C.R. M.A., the General and Special Rules, Explosions Order, &c., are complied with, particularly to see that sufficient ventilation is provided and maintained, and that it is properly distributed so as to dilute, render harmless, and carry away all noxious gases, i.e., to prevent as far as possible accumulations of gas in large or small quantities.

The next most important point is the securing of the working places and haulage roads, preventing as far as possible the fall of roof and sides. This may be assured to a great extent if competent, intelligent men only are appointed to the positions of fireman, deputies, &c.—men who thoroughly understand the work, and who will enforce strict discipline. Insist upon the judicious use of explosives, taking care that permitted explosives only are used, and in compliance with the Explosives Order, and General and Special Rules.

THE GEORGIAN BAY CANAL.

In a recent interview, Mr. A. C. Ross, ex M. P. made the following statements:

"I have been in close touch with the development of the coal and steel business in Cape Breton, both before and since the organization of the Dominion Coal Co., the Dominion Steel Co., the Nova Scotia Steel & Coal Co., and the Inverness Ry. & Coal Co. I predict a bright future for all these industries. Nature has placed a unique deposit of iron ore on Belle Island and the adjacent coast of Newfoundland. Recent tests have established that there are about 200,000 tons of ore available. Both the Nova Scotia and Dominion Steel Companies have an abundance of metallurgical coal in the immediate neighborhood of their furnaces, while limestone for fluxing purposes is at hand in unlimited quantities. With these unparalleled advantages steel can be produced more cheaply in Cape Breton than at any other point on this continent. The average cost of ore in the stock pile at Pittsburg is \$3.55 per ton; the cost at Sydney is \$1.00. Limestone at Pittsburg costs \$1.25 per ton, as against \$1.00 at Sydney; and the cost of coke is also lower at Sydney than at Pittsburg. Pittsburg is some 300 miles from the sea; Sydney is on the sea shore. When the Pittsburgh product has been hauled to the seaboard it is 800 miles farther from Europe than the product shipped direct from the Sydney Harbour smelters.

Steel rails from Sydney have already been shipped to Australia, to England, to India, and to Seattle for use on the J. J. Hill railway system. A contract has been made by the Dominion Steel Co. to supply rails for the western section of the P. T. P. Ry. and shipments will soon be going around Cape Horn to Prince Rupert. This is an earnest of what is being done.

"MYSTERIOUS" MECHANICAL TROUBLES.

Some men can scent trouble in a machine almost at first sight, locating it and ascertaining its nature by a sort of instinct; but these are comparatively few. Competent engineers and mechanics, having years of experience, often, when trouble is encountered, find it necessary to send for an 'expert' to find out what and where it is. In many instances, says a writer in Machinery (New York), the reason why engineers are unable to locate simple mechanical defects is because they jump at the conclusion that something complex and mysterious is the matter. He goes on:

"As every mechanic knows, the disarrangement of some small part will often render a piece of mechanism inoperative or greatly impair its efficiency; but as a rule the seat of the trouble can be located by a careful and systematic inspection. Such inspection, however, is often not made because of a sort of superstitious belief that any trouble which is unusual must be the result of something mysterious, and this belief is always augmented when attempts are made to locate the defect by haphazard methods. It is a common experience of men sent out by manufacturers to locate and remedy trouble in machinery to find simple causes—so simple sometimes as to make the call for help ridiculous."

In one instance cited by the writer, the chief engineer of a large plant discovered, upon starting an air compressor which had been idle for some time, that it would compress to only twenty pounds, which was sixty pounds below the required pressure. After a few futile attempts had been made to remedy the trouble, the manufacturer was notified by wire to send an 'expert.' When he arrived, he applied a thimbleful of oil to a rusted valve and the pressure at once jumped to eighty pounds, much to the discomfort of the chief engineer. In another case there was trouble with a new set of poppet valves that had been carefully made—too carefully, in fact, for the flutings that would have allowed the air to escape while they were closing, had been omitted, and hence they would not work perfectly. Says the writer:

"In this particular instance a little elementary knowledge of physics was a greater help in discovering the trouble than practical mechanical training, and the incident teaches the value of acquiring knowledge other than that necessary to hold a position, for such knowledge is often the key to the door of opportunity. Of course the causes of defects in mechanism are not always so easily located, nor of such a simple nature as those mentioned

in the foregoing, but experience teaches that work of this kind may be greatly facilitated by a careful and systematic inspection, after having observed any abnormal action."

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WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
53	51		54	52
P. M.	A. M.		P. M.	A. M.
9 20	10 20	P. TUPPER JUNCTION	3 35	10 5+
3 15	10 21	INVERNESS JUTE	3 41	10 5+
3 07	10 19	PORT HAWKSBURY	3 45	11 01
3 07	10 02		3 58	11 03
3 00	9 57	PORT HASTINGS	4 02	A. M.
P. M.				
	9 47	THEY	4 15	
	9 24	CREIGNSH	4 28	
	9 17	CRAIGMORE	4 35	
	8 58	JUDIQUE	4 45	
	8 45	CATHERINE'S POND	4 52	
	8 21	PORT HOOD	5 05	
	8 25	GLENCOE	5 28	
	8 25	MAROU	5 35	
	7 40	GLENDYRE	6 16	
	7 20	BLACK RIVER	6 38	
	7 15	STATHLORE	6 50	
	7 02	INVERNESS	7 00	
	6 45		P. M.	
	A. M.			

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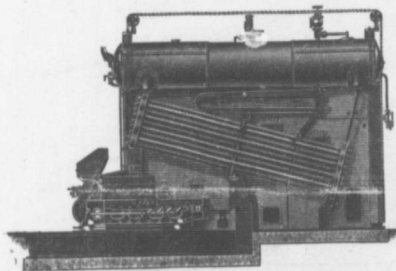
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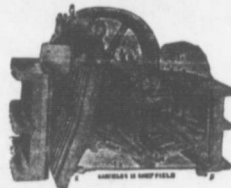
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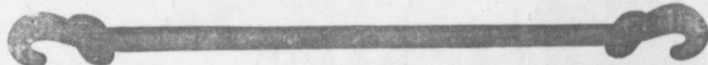
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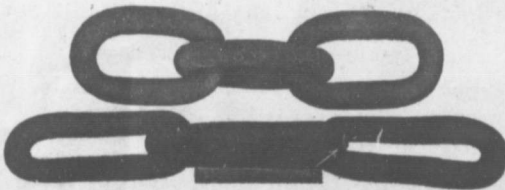
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Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	.58 %	.79 %

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