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 New Series Vol. 10 No. 5 September 11th 1907 STELLARTON, N. S.

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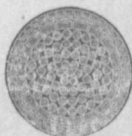
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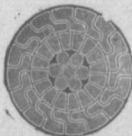
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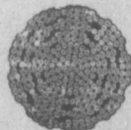
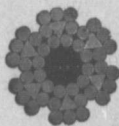
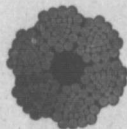
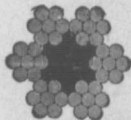
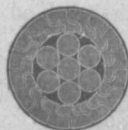
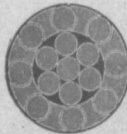
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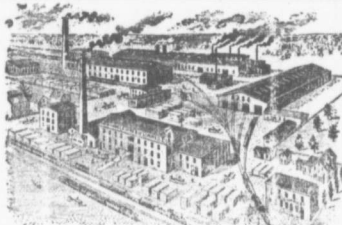
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62 Mixed for Pictou	8.45
55 Mixed for Mulgrave	8.50
19 Express for Sydney	10.55
20 Mixed for Pictou	11.50
56 Mixed for Truro	12.35
85 Express for the Sydney	15.40
22 Express for Halifax and Montreal	16.00
140 Mixed for Pictou	16.05
101 Mixed for Pictou Landing	16.50
23 Mixed for Hopewell	18.10
65 Mixed for New Glasgow	19.40
26 Express for Halifax and St. John	19.50
17 Express for New Glasgow	21.15
66 Express for Pictou	21.15

—TRAINS ARRIVE AT STELLARTON

79 Mixed from Hopewell	6.30
78 Mixed from Trenton	6.55
18 Express from Pictou	7.30
18 Express from New Glasgow	7.35
21 Mixed from Hopewell	7.38
55 Mixed from Truro	8.00
20 Mixed from New Glasgow	10.55
17 Mixed from Pictou	10.40
56 Mixed from Mulgrave	12.15
19 Express from Halifax and St. John	13.45
120 Mixed from Pictou	15.25
85 Express from Halifax and St. John	15.20
20 Express from Sydney	16.50
22 Mixed from Pictou Landing	18.10
77 Mixed from Hopewell	19.30
62 Mixed from Pictou	19.40
86 Express from the Sydney	19.40
65 Express from New Glasgow	21.05
17 Express from St. John and Halifax	21.10

All trains are run by Atlantic Standard time. Twenty
Clock is mid-night. Montreal, N. E. June 15th, 1907

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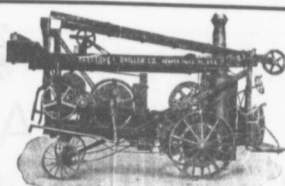
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It can be used in connection with any good "chain" drill, but operates best on the long-stroke KEYSTONE, thus making the cheapest and quickest method of boring to be found.

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"The ability of the water, and the fact that of all the pumps I saw there two out of three were Jeanesville Pumps."

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—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.

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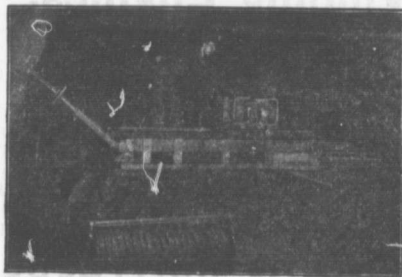
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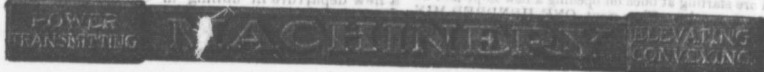
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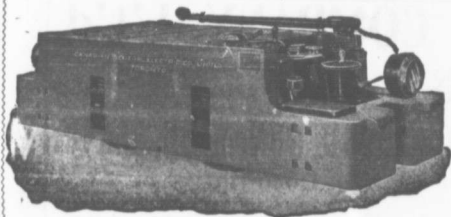
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The Maritime Coal Ry. & Power Coy.,
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and are starting at once on opening a new slope and do-
ing large repairs. They want ONE HUNDRED MIN-
ERS AND LABORERS AND TWENTY CARPEN-
TERS. Apply at Joggins or Chignecto.

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

The...
MARITIME MINING RECORD

Vol. 10, No. 5. Stellarton, N. S., Sep. 11th, 1907. New Series

SPLITTING AIR.

—BY PRACTICAL—

In the issue of July 10th. of the Record, Mr. Baird challenged the whole mining fraternity to prove that his solution of a certain ventilation question was not a correct one. This is rather a bold thing for any man to do, but when a man of Mr. Baird's calibre does it, one is apt to pause before tackling him. After carefully considering the matter over I am just as confident now that he is wrong as when I discussed the question with him personally almost a year ago. I wish it to be fully understood that I take up this challenge in the proper spirit and have no wish to become personal in any way.

The question is as follows: If 30,000 cubic ft. of air is being produced in an airway 1200 ft. long 8 x 5 ft, how many cubic ft. of air would be produced if the air were split into three splits, the first being of the dimensions given above, the second 1500 ft. long 8 x 7, the third 1800 ft. long 9 x 6 ft., the power remaining the same.

Ans.—First let us look at the derivation of the accepted formula for working the question. It would be too much to go back in the three laws of friction which lead up to Mr. Atkinson's well known formula so I will start at the formula itself.

PA eq. KSV^2 P = pressure in lbs. per sq. ft. producing ventilation.

A = area in sq. ft.

K = coefficient of friction.

S = rubbing surface in sq ft.

V = velocity in ft. per minute.

By transposition P eq. KSV^2

A

Now pressure X quantity eq. power.

Let U eq. power in units of work per minute.

Let U eq. $KSV^2 \times V \times A$

A

because velocity x area eq. quantity.

By cancellation U eq. KSV^3

Now transpose so that if we had the units of work we could find the velocity,

U eq V^3

$\frac{U}{KS}$

$\therefore 3 \sqrt{\frac{U}{KS}}$ eq. V

Now velocity x area being equal to quantity

$3 \sqrt{\frac{U}{KS}} \times A$ eq. quantity.

This then is the accepted formula:

We first find the units of work in the first airway to get the value of U.

K eq. .0000001

S is the total rubbing surface of the three airways together.

A is the the total area of the three airways together.

Now Velocity = quantity divided by area,

Let Q = quantity,

Then $Q = V$

$$\therefore V^2 = \frac{Q \times Q \times Q}{A \times A \times A} = \frac{Q^3}{A^3}$$

\therefore by a preceding formula $U = \frac{KSQ^3}{A^3}$

so we can substitute the values of the first airways for the U in the formula.

$$\therefore Q \text{ in three airways } \sqrt[3]{\frac{KSQ^3}{A^3}} \times A$$

$$\text{eq. } 3 \sqrt{\frac{S Q^3}{A^3}} \times A \text{ because K cancels out.}$$

$$\therefore Q \text{ eq. } 3 \sqrt{\frac{26 \times 1200 \times 30000 \times 30000 \times 30000}{40 \times 40 \times 40}} \times 150$$

eq. 69870 c. ft. (worked by logarithms.)

Now power in first case eq. $\frac{KSQ^3}{A^3}$

$$\text{eq. } \frac{.00000001 \times 26 \times 1200 \times 30000 \times 30000 \times 30000}{40 \times 40 \times 40}$$

eq. 131600 units of work.

Now to prove this answer let us find quantity in each airway by relative quantity formula R eq. $\sqrt{\frac{A^3}{S}}$

1st. airway R eq. $\sqrt{\frac{40 \times 40 \times 40}{26 \times 1200}}$ eq. 1.43

2nd. airway R eq. $\sqrt{\frac{56 \times 56 \times 56}{30 \times 1500}}$ eq. 1.975

3rd. airway R eq. $\sqrt{\frac{54 \times 54 \times 54}{30 \times 1800}}$ eq. 1.708

1.43 + 1.975 + 1.708 eq. 5.113

Then by proportion: 1st. airway gets.....19540

2nd. airway gets.....27000

3rd. airway gets.....23330

Total.....69870

Pressure eq. $\frac{KSQ^3}{A^3}$

1st. split P eq. $\frac{.01 \times 26 \times 1200 \times 19540 \times 19540 \times 19540}{40 \times 40 \times 40}$ eq. 1.863 lbs.

2nd. split P eq. $\frac{.01 \times 30 \times 1500 \times 27 \times 27 \times 27}{56 \times 56 \times 56}$ eq. 1.868 lbs.

3rd. split P eq. $\frac{.01 \times 30 \times 1800 \times 23.33 \times 23.33 \times 23.33}{54 \times 54 \times 54}$ eq. 1.867 lbs.

This is the place where Mr. Baird goes astray. He adds together his three pressures, but that is totally

wrong because there is only one pressure which is the same in all three airways. The pressures worked out for each airway separately are practically the same and but for the cutting out of decimals they would be exactly the same. The one pressure of 1.86 lbs. is exerted on every square foot of all the three airways at once, if this were not the case it would be madness to split air at all. This can easily be proved.

Units of work in first airway was 131600.

∴ 131600 eq. 1.882 practically the same as the 69870

pressure worked out for the separate airways.

Here we have conclusive proof that the formula and the authorities are right beyond all hope of upsetting the theory. Whenever a number of splits branch off from the same place the pressure available at that place is exerted equally on all and not divided between them. The challenger is the only person I ever met who would not admit this, yet he is consistent enough to use the relative quantity formula which is based on the assumption that the pressure on each split is equal. The formula is derived as follows:—

$$P \text{ eq. } \frac{K S V^2}{A}$$

$$\therefore P \text{ eq. } K S Q^2$$

$$\therefore P A_3 \text{ eq. } Q^2$$

$$\therefore \frac{K S}{P A_3} \text{ eq. } Q$$

Now for any number of splits Q eq. $\sqrt{\frac{P A_3}{K S}}$ in each.

Suppose we have two.

$$\sqrt{\frac{P A_3}{K S}} \text{ eq. } \sqrt{\frac{P A_3}{K S}}$$

K is same in both airways. P's same in both airways.

$$\therefore \text{by cancellation } \sqrt{\frac{A_3}{S}} \text{ eq. } \sqrt{\frac{A_3}{S}}$$

or relative quantity varies as $\sqrt{\frac{A_3}{S}}$

If this formula is right as the challenger admits when he uses it, how can different pressures be possible on separate splits?

This is the only point to the whole argument and I think that there are very few mining men who will not admit that the pressure on the splits is equal and the same in each case when the splits branch off at the same place.

Germany's industrial system is to day regarded by many observers as the ideal one in its organization, its manual training, features, its efficiency. It is continually being held up for the emulation of British and American employers. Whatever merits or demerits it may embody, Germany's system is military to the point of paternalism. She trains her worker, puts him into the factory, keeps him employed through state bureaus, insures his life, pensions him in old age or disability, boards and lodges him while out of work, letting him pay either in money or labor, assigns him to relief construction when dull times come, helps him to secure a home in prosperity, treats him in sickness and loans him money on his belongings. In fact, the state goes almost to the point of coming round every night to tuck the German workman into his bed.—Canadian Machinery.

The latest contemplated addition to the skyscraper, (says the New York Fire and Water Engineering Journal), is the fifty-storey tower of the Metropolitan Life Insurance Company's building at Manhattan, New York. Till some more ambitious structure arises, this will be the highest building in the world. Its style will be early Italian Renaissance. Its dimensions are as follows:—Frontage in Madison Avenue, 75 ft; frontage in Twenty-fourth Street 85 ft; height above sidewalk, 658 ft; height of cellar floor to top, 680 ft; total height from foundation, 690 ft; height of clock face above side-walk, 346 ft; height of loggia floor above side walk, 392 1-2 ft; top of loggia balustrade and offset, level above side walk, 453 ft; floor of look out—forty-sixth storey,—above side walk, 603 ft; centre of window over look-out (highest point of observation above sidewalk, 633 ft; number of storeys above sidewalk in tower 48; number of feet in building, 16,287.034; total floor area—about 25 acres.—1,015,633 ft. The clock will be 2 ft, in diameter, with hands 12 ft. in length each, and figures 4 ft. in height each. The tower will, of course, be fire proof, and furnished with standpipes, hose and equipment. But, it that style of construction is to continue, aerial machines will have to be resorted to for fighting fires that may break out in such buildings.

Electric appliances have been recently so far developed as to make them practicable and efficient for every use. Among them are electric stoves and grids for general heating and cooking purposes, such as heating water, toasting, and the like; electric broilers, the only perfectly proper device for broiling, because by all other methods the gases and products of combustion are necessarily absorbed by the meat, while in the electric broiler meats are dressed in their own juices, none of which are lost. The electric oven is provided with three different degrees of heat control, and the circulation of the heat is uniform. Some makes have glass fronts and thermometers, allowing for perfectly accurate regulation. In a coal range much of the heat goes up the chimney or into the room, instead of the oven. In a gas range free circulation of air in the oven is necessary to support combustion, and the air carries off considerable heat. In the electric oven, however, heat is generated right in the oven, just when and where it is wanted, and there are no products of combustion to be carried away. In addition to its domestic function, it is useful for baking purposes in the industrial arts.

An electric frying pan has been perfected recently, and it is wonderfully convenient for light house-keeping. For an early breakfast it has no equal—fried eggs in three minutes without lighting a fire.

Intercolonial Railway.

Tender.

Sealed tenders addressed to the undersigned and marked on the outside "Tender for Machine Shop, Riviere du Loup," will be received up to and including SATURDAY, SEPTEMBER 14th, 1907, for the construction of a concrete and brick machine shop and boiler house at Riviere du Loup, P. Q.

Plans and specification may be seen at the Office of the Station Master, Riviere du Loup, P. Q., and at the Chief Engineer's Office, Moncton, N.-B., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
Railway Office, Moncton N. B. Aug. 27, '07. General Manager

ABOUT RECIPROCIITY.

The following is what the Coal Trade Journal had to say recently on reciprocity in coal between the United States and Canada:

"American producers are handicapped in putting their coal into the Montreal market, and to a less extent into the province of Ontario, by reason of the high duty on coal going into Canada. If this country had reciprocity (in coal, at least,) with Canada, American shippers could put a very much larger tonnage into Montreal, and also increase the tonnage to Toronto and other points in Ontario, while the arrangement would be made reciprocal through the Eastern States, particularly that portion of the New England market lying north and east of Boston, getting the benefit of a supply of Nova Scotia coal at a price somewhat below that now paid for other fuels. While the Nova Scotia coal cannot compete in quality with the West Virginia coals that are now the popular brands in the Eastern States, the difference in price would appeal to some consumers.

"The singular geographical position of the coal fields of the two countries seems to demand reciprocity in coal. There are the New England States, without coal measures of commercial importance, adjacent to the coal fields of Nova Scotia. There is the coalless area of Ontario adjacent to the coal fields of Ohio and other States of the Middle West. And on the Pacific coast the relatively coalless area of California depends largely upon British Columbia for coal supply.

"Since the western market has been opened up to the coal producers of Maryland and West Virginia, through extensions of the Chesapeake and Ohio, the Norfolk and Western and other railroads, and since, moreover, the western market has developed so largely through the growth of this country, the New England market is not, comparatively, the same large factor that it previously was in the coal trade of the States named, and the loss of tonnage in that direction would not be so serious to American producers as it would have been when all of the tide-water districts shipped to the eastward exclusively.

"Reciprocity and tariff rearrangements are, of course, in the nature of political measures, and will probably never be decided on an exact business basis. At the same time, the theme possesses some degree of interest to the thoughtful observer of trade matters."

If it be correct, as stated, that American shippers could put a very much larger tonnage into Montreal, under reciprocity, than under the present tariff arrangements, then it is not to be expected that the Nova Scotia operators, at least, will lend any countenance to the movement which seems to be going on in the New England States. It cannot be expected

that they will favor a proposal which will have the effect of encroaching upon a market, which is certain to them, as the case stands, in the uncertain hope that the loss may be made up to them by a gain in trade with the New England States. That reciprocity would increase the American tonnage to Toronto is doubtful, for the reason that that market at present gets all its supplies from the States. The Journal is very frank. The Americans are now half willing to forego the New England market. Why? Because it is not now the important factor to the trade that it was some years ago. The loss of the New England market would not now be a serious one to American shippers. That is equal to saying that in the past the needs of the American operators and not the needs of the people of the New England States had prime consideration. Following the Journal's reasoning it should not be expected that the Nova Scotia operators will favor or be indifferent to the admission of American coal free into Montreal, until having secured other markets through the growth of the country, or in some other way, the Montreal market is not the same large factor that it is today. When the coal trade was almost stagnant, say twenty years ago, in Nova Scotia, reciprocity might have been most acceptable to the province. Now that trade is brisk, now that Montreal is a great and growing market for her coal, all anxiety as to the future of the coal trade and all desire for reciprocity has been removed.

The first meeting of the "Old Age Pension Commission" will be held at Glouce Bay, the 25th inst. at 10 a. m. in the Town Council Chambers.

In forty years the members of British Co-operative Societies have received eight hundred and eighty million dollars in profits; truly a tidy little sum.

To the many horrors of the year has to be added that of the collapse of the Quebec Bridge, carrying with it four score victims.

MONTREAL EXCURSION	SEPT. 19	SEPT. 30
	20	OCT. 1 and 2.
	21	
	Good for return until October 7th.	Good for return until October 17th

Intercolonial Railway.
will sell round trip tickets from
Stellarton to Montreal for
\$13.50.

Prof. ~~at~~ ~~low~~ ~~fare~~ from all stations Campbellton and East.

SPECIAL EXCURSIONS Sept. 19, 20, and 21, good to return Oct. 7th, '06, to Fort Huron, Mich.; Detroit, Mich.; Saginaw, Mich.; Bay City, Mich.; Grand Rapids, Mich.; Chicago, Ill.; St. Paul, Minn.; Minneapolis, Minn.; and Cleveland, Ohio.

Apply to nearest Intercolonial Railway Agent for further particulars.

In order to justify them in a demand for higher salaries, a committee of the Civil Service Association have been comparing prices presently prevailing with those of years ago. As any one who has taken the trouble to look into the matter might have guessed, it is found that the articles which have increased most in price are the products of the farm generally. And yet there has been in the press no denunciation of the greedy and grasping farmers, nor any accusation hurled against them of being in an iniquitous combine. It is given as a reason for higher rents that the prices of labor and material has gone up 45 per cent. And never a word spoken against the laborer or the lumberman. The price of coal in ten years has gone up eleven per cent, and for this comparatively paltry increase the coal barons are denounced—in some places—as unfeeling monsters.

People will scarcely believe it, yet the famous Mullins has a lodge in the back lands of Cow Bay. At least, one expert who is as familiar with the Mullin's as anyone—outside of Glace Bay—gives it as his opinion that a seam two foot six and another of similar thickness, with fifty feet of strata between, is the Mullins, split locally in two, but that at two thousand feet, or less, it will come together and form one seam, and that the Mullins. We are prepared to believe anything of this seam. It is very capricious. The probability is that the mouth of the Mullins is at Cow Bay. One day it opened its mouth to yawn and a big wedge of stone embraced the opportunity to drop in. This is our theory of the two seams with fifty feet of strata between. The correctness—or incorrectness—of this theory can easily be proved by any one who will undertake to drive 2000 feet to the depths. The angle at this point is pretty stiff.

The strike situation at Springhill remains unchanged. As was expected the management of the Cumberland Ry. & Coal Co. declined the proposal of the lodge to publicly discuss the matter in dispute. Premier Murray, Hon. Mr. Pipes, Hance Logan, M. P. and the President and the Secretary of the Company were invited to participate in the discussion. But so far as the company is concerned they could not well be parties to a public discussion in view of the fact that the company's action was based on the finding of the Board of Arbitration. It seems to the Record that instead of inviting Sir Geo. and Mr. H. R. Drummond they should have asked the Chairman of the Board, Judge Graham, and the company's arbitrator to come to Pioneer Hall and endeavor to justify their finding. In accepting the invitation to a discussion, there are those who question the good taste of the Premier and the Attorney General. Had the meeting been for the purpose of effecting a reconciliation there would have been nothing to criticize, but the meeting was to discuss a matter on which a duly constituted court had passed an opinion and given a decision. Ill-sensated people may say that political exigencies made compulsory the acceptance of the invitation.

Work has been resumed in the Scott Pit of the Intercolonial Coal Co. The levels have been put out of commission, while sinking to the deep where the coal is of good quality will be prosecuted vigorously.

In Pictou County as elsewhere there is a great scarcity of pit hands. There is probably a sufficient number of miners but loaders and unskilled labor generally is scarce. Loaders are not to be had even when over \$1.00 per day is offered.

The monthly shipments columns is incomplete. From some cause or other the Dom. Coal Co'y. has been unable to furnish the figures with the usual promptness. The staff probably is light handed or there are new men in office who have not quite got into the hang of the ropes.

Coal Shipments August 1907.

NOVA SCOTIA STEEL & COAL CO.

Shipments August 1907	81 500
" " 1906	74 873
Increase " 1907	6 717
Shipments 8 mos 1907	404 880
" " 1906	410 508
Decrease " 1907	5 718

ACADIA COAL CO.

Shipments August 1907	29 071
" " 1906	23 952
Increase " 1907	5 119
Shipments 8 mos 1907	202 045
" " 1906	169 255
Increase " 1907	32 790

INTERCOLONIAL COAL CO.

Shipments August 1907	25 755
" " 1906	26 885
Decrease " 1907	1 130
Shipments 8 mos 1907	181 571
" " 1906	190 005
Decrease " 1906	9 034

INVERNESS RAILWAY & COAL CO.

Shipments August 1907	23 153
" " 1906	25 145
Decrease " 1907	1 992
Shipments 8 mos. 1907	154 150
" " 1906	117 305
Increase 8 " 1907	36 845

Owing to the strike at Springhill, which began 1st. of August, the Cumb. Ry. & Coal Co. made no shipments in August.

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.

September 11

- Rubs by Rambler.

What is the object of Trades Unionism? To many zealous and perhaps unenlightened unionists its one and its only object is to secure higher wages, with fewer hours of employment. That should not however and is not I hope the creed of the intelligent members of Unions. The objects of a trades union if it is to be really a successful institution and a real blessing to its members are to advance its members not merely materially, but physically, mentally, socially and morally. I quite agree with the gentleman who said recently when speaking of workmen 'The supreme question for them is not to get a few more cents added to their daily wage, not to have a few minutes taken off their working time, but the great problem for them is to rise in intelligence, in sobriety, in substance and reality of character that any legitimate demand they make will be sure to be ultimately recognized. It is not alone the demand that is made that counts, but it is the man that makes the demand. Give us in this land a body of men intelligent—many of them are—clear moralled, and there is no government, there is no social order that we are ever likely to have in these modern times, that will stand in the way of their winning any legitimate desire that their hearts may demand and their lips may express.' I agree with this though it is at deadly variance with some, or say one, who would lead the P. W. A. Out of the constitution, says this one, with any clauses that makes reference to thrift, sobriety, industry, morality, old worn out fads all of them.

Last week I had the pleasing assurance that the leader of the socialist group at Sydney Mines was not a bad sort of fellow after all. Of course, long ago, I found out that while he did much barking his bite was innocuous. I suppose he is one of those who cannot at times help allowing his zeal to outrun his discretion. I do not, however, play in his back yard, or as a Scots boy might say I am 'na in wi him' for the reason he has not answered the question, tersely, "What do socialists mean when they say Labor is entitled to all it produces." I have been wishing he was at the late socialist conference at Stuttgart. He would have had the time of his life. The deleg-

ates after passing a 'peace' resolution and declaring for International arbitration, thought they might devote a few minutes calmly to deciding "where they were at." In other words they determined to define their position and make declaration as to the ends and aims of socialism. And then the quiet moments fled and the hours of fiery fluency ensued. Metaphorically they tore each others hair, and, literally, glared furiously at each other. Each mothers son of them was indignant and outraged at the definition given by every other son of a gun, as to what socialism really was and wanted to be. For a brotherly love feast it was the jolliest kind of bear garden imaginable. And these are the men who say that capital and labor are warring elements and seek to reconcile them. They'll never do it until they mend their ways. Some of us have an idea of what socialism in practice really is. We had an illustration of it at one of Keir Hardie's meetings. This meeting might have been in Canada and if in Canada it might have been in Winnipeg. Keir before beginning his harangue, in Hardie fashion left his coat, vest and other appendages in the cloak room. Having told the workmen that the land and all that was in it was rightly theirs, he returned for his coat, vest, etc. But they were not as he left them. His watch was gone, even the Hardie buttons of his vest were missing. While he had been urging the audience to go for the spoils some practical socialists had taken his advice and commenced in the cloak room. Now tell me what socialism in practice is.

The full and revised text of Geo. W. Stuart's paper on the 'Decline of Gold Mining in Nova Scotia' is before me and here is what he said in reference to the part high priced coal played in the declension:—

"The excessive cost of fuel for power has played a most serious and paralyzing part in the causes perhaps the greatest in the catalogue. Our mines are largely on the sea coast, mostly of easy access to shipping. Throughout all the early years of mining and up to the taking over, under new leases from the government, of the large aggregation of coal mines in Cape Breton by the Dominion Coal Co., we were able to buy coal delivered at our wharves at a cost of from \$1.75 to \$2.75 per ton. Since the advent of the Dominion Coal Co. into this country, the price of coal in Nova Scotia has been nearly doubled, and in some cases, and for some kinds of coal, quite doubled in cost to us. This is a most serious drawback, and is the chief cause for the closing of a number of our mines. Particularly has this been the case in the operation of low grade ores on which the prosperity of the industry must depend in the future."

If the future of gold mining in Nova Scotia depends on getting coal at \$1.75 a ton at the mines, then the doom of gold mining is sealed. Yet, isn't it funny that at the present time the mine producing the lowest grade ore is doing the biggest and the best work. I was speaking of coal prices to a gold mine manager the other night, one who was not brought up, by the way, in Mr. Stuart's primitive school. He was telling me how he got fairly cheap fuel coal. The mine owner wanted a certain price for the coal delivered. "I'll give you no such price, what is your price f. o. b.?"

price was named and a bargain closed. The coal at his mine costs about \$2.00 a ton. This of course is for culm, but it raises all the needed steam. This mine manager bought a schooner and carries his own coal etc. It will be noticed that Mr. Stuart does not say that the rise in the price of coal was co-incident merely with the advent of the Dominion Coal Co. Oh, no, his is the plain intention to fasten the blame, if blame there be, for dear coal on that company. They and they alone are the rogues and vagabonds. But Mr. Stuart either has gone too far or has not gone far enough. If the Dominion Coal Co. are responsible for high priced coal, their venality may well be over-looked, in this instance, in view of the amazing amount of good they have done and the better prices they have enabled manufacturers to obtain for their wares, and the better wages now obtained by workmen. Not the miners only, but all classes of workmen, and not the workmen of N. S. merely, but the workmen in many lands. Since the advent of the Dominion Coal Co. farmers are getting over twenty cents a dozen for eggs when formerly they got less than twelve; twenty five cents for butter instead of fourteen; seventy five cents for a pair of chickens instead of twenty five. Why, bless you, the advent of the Dominion Coal Co. has been truly a god send to agriculturists. And the Dominion Coal Co. has the pleasing responsibility of making all the landlords and real estate agents happy. Where a landlord formerly got five dollars monthly rent for a house he now gets fifteen, and a lot that formerly, that is, before the coming of the D. C. C., went begging for a purchaser at fifty, now readily finds a buyer at five hundred. Common labor before the birth of the Dominion Coal Co. was dear at a dollar a day; now its cheap at a dollar fifty. Miners at that time were happy if they made two dollars a day, while to-day these same men are glum if they don't make three fifty. And then look at the wages brick-layers and carpenters, and in short all mechanics are making to-day in comparison with a dozen years ago. Since the advent of the Dominion Coal Co. Canada has enjoyed a measure of prosperity undreamt of previously. And do I attribute the better wages and all this greater prosperity in general to the coming of the Dom. Coal Co? I would just like to know why I should not? If the Dom. Coal Co'y are to be debited with the high price of coal at the mines in Cumb., Inverness, and Pictou, why should not they also be credited with bringing about an era of great prosperity. Do I really believe the D. C. C. should get credit for all these things. Well, no, I would be a monstrous fool if I did. Ah, then, the inference is that the fool is—Silence, no personalities.

An interesting libel suit comes off next month, say in Truro, in which two gold mining experts are the principal actors. The suit is one for defamation of character and the damages asked for are considerable. The story as I heard it is somewhat as follows: A is or was a gold miner, a promoter, a consulting engineer, a mine owner, and other things too numerous to mention. He resides somewhere between Stellarton and Halifax. B is manager of a gold mine somewhere between Stellarton and Camso. A and B when they were first 'acquaint' were as brothers. The whirlygig of time affects many changes and the time came when A scorned to holler in

B's water barrel. Somehow they fell out. A, didn't like the way B was running things, and wrote to two of B's directors that things at the mine were going, generally, to the dogs, and that they had better come and inspect before their property was put into an unrecognizable shape. They came. The first thing they did was to fly at B, using some cuss or other picturesque language, and then they concluded to go on a tour of inspection. They first condemned and then sought evidence. One of the directors was an accountant so he went at the books to verify the report that B had run the machine in debt to the tune of \$25,000. The other took a look outside at the plant and things in general. After No. 2 had finished his inspection he came in to No. 1 and said "Why things are O. K. outside and a lot of work has been done, how do you find the books?" "Why there is no debt. We have not been sending him money and he has actually paid his way, and all the debt owing is \$200, we owe B an apology?" B was called in. To make a long story short he would not accept the apology and said he would resign if they bought out his snare. After a while he consented to stay if they would hand over the letters of the man who had been maligning him. They did this and the result is a libel suit. But B has also instituted an action for false arrest and this is a funny story. It seems that when A and B were fast friends B got into A's debt say \$100.00. B was shortly after contracting it wanted as a witness in another gold mining suit. He did not wish to go, as his evidence would hurt the manager or owner of the mine, he told him of his, so, as A was around at the time, he told him of his dilemma. "Oh" said A "that's nothing. Just write and say that you cannot go as you require to go to Colorado perhaps at a moments notice." So B wrote to that effect, A dictating the letter. B, about the time of the trial thought perhaps he had better go to it, than get into a law scrape. (By this time A and B had ceased to make tryst in a common back yard.) A discovered that B had arrived in town, so he went and swore out a capias and in proof that B was leaving the country he produced the letter in which he (B) said he might have to go to California or Colorado at any minute, the very letter that had been written at his (A's) dictation. If B got angry and instituted proceedings for false arrest can we blame him? If B can prove to the satisfaction of the court that A dictated the letter and that he knew B had no intention of leaving the country—which he had not—then it looks as if A had peculiar notions as to the nature of an oath. There is a good deal more to this story which space prevents me telling.

When the three years arrangement, as to rates was entered into between the Dom. Coal Co. and the P. W. A. there were a few mal contents among the members and a few agitators outside who denounced the agreement in no measured terms. The company and the men have had now time to form a conclusion as to whether agreements for a specified time work to the advantage of both. I do not know the mind of the company in the matter, nor that of the men generally; though I am given to understand there are certain members of the P. W. A. who oppose agreements no matter whether they are for the good of the men, as a whole, or no. But I do know that unprejudiced onlookers, who have witnessed the good understanding, the peace and the good will, which have existed the past thirty months between the co'y and the men, indulge in the hope that another agreement will be entered into which will ensure a continuance of the present happy relations. It may be that the former agreement could not well be extended for a further three years' period without some amendments, but 'nile

there is too great a divergence of opinion it is desirable that another agreement be entered into, desirable from a public standpoint as well as in the interests of employer and employed. If the railways, which are the greater consumers, bought their coal in the open market according to requirements, and if other of the larger consumers did a similar thing then there might be some solid reasons against any prolonged agreement. The G. T. R. and the C. P. R. make contracts only every three years. The I. C. R. makes its contracts yearly, but there is very little variation in the price of coal it contracts for. If an agreement is come to between the Steel and Coal Co's, it will not be for a few months but for years. The conditions in Nova Scotia are entirely different from those in Britain and different in a measure from those in the United States, and therefore what may be the custom in Britain should carry no weight in deciding what course as to agreements for a period of time, the miners in Nova Scotia should pursue. It is to be hoped that the voice of wisdom will prevail at the meeting of Grand Council shortly to be held at which the question will come up for discussion and consideration.

When J. W. Longley was only Attorney General the opposition almost to a man said he was no lawyer, and many of his friends while admitting that he was the best after dinner speaker in the province, would not claim that his legal knowledge was 100 A 1. That is all changed now. Since his elevation to the bench Longley has developed wonderfully. Or perhaps his friends and foes have had their eyes opened and now see clearly what was wholly hid from them a year or so ago. Judge Longley is now spoken of as 'that able jurist' 'the most capable' 'the most brilliant' judge that ever sat on the bench, etc. Well it is better that a man grows in public estimation than that he shoots like a star and as suddenly disappears.

The Australians, if I remember rightly, at the Colonial Conference were the loudest shouters for a 'preference'. From the very first I have said the Canadian manufacturers were hypocritical in their requests for a preference. They never intended to give Britain a preference whereby she would be enabled to send wares into Canada in close competition with those of native manufacture. A preference they might give to Britain but it would be of such a nature as to be of no benefit to the British manufacturer. And now Australia has shown what she meant by a preference. She has increased her tariff on many lines and has given Britain 5 per cent. off. Britain is thus worse off than before the revision of the tariff. On machinery and mining engines the duty has been increased 25 to 35%. Britain gets 5% off which leaves her 20 to 30% worse off than before the revision and before the preference. And that is just the way the Canadian manufacturers would show their love for their British brethren if they got the chance.

In Britain a man may now marry his deceased wife's sister, this after a struggle of seventy years, a veritable case of all things coming to those who wait. The Bishops of the Church of England were greatly opposed to the bill, but the lay Lords took the bit in their teeth, at last. Aberdeen has the distinction of having had the first marriage under the new Act. Mr. Birrell had the following rather cutting slash at the Bishops:—
"The Bishops were all anxious to prevent the pass-

age of the Bill, and they seemed to be anxious that the stigma of illegitimacy should still attach to the children of those unions, and they pleaded on behalf of the cause they were taking what they described as the undivided opinion of Christendom (Laughter.) There they were—married men, married priests, with wives and families, babies and perambulators, school bills, seaside lodgings, and all the other sweets and sorrows of married life. (Laughter.) If it had not been for Henry III and Anne Boleyn, and for the Reformation, with which some of them did not see over well contented, by what name in united Christendom would the children of the married priests be called this very day?" (Cheers.)

Judge Patterson, Chairman of the Board of Conciliation in the Springhill dispute, called the Board together at Springhill on the 9th inst. intimating that his action in so doing arose from the belief that both parties would be pleased. He said he was prepared to do all to further a settlement. The men were willing that the Board should proceed but the company through its solicitor handed in the following statement:

"Sirs,—The Cumberland Railway and Coal Company, Limited, is advised that the functions of your board have reference to disputes 'between an employer and his employees,' (sections 5 and 57 of the act). The other party to the present investigation has, since the commencement of the last sittings of your board, terminated that relation with this company. Under these circumstances it appears to the company that further proceedings before your honorable body would be wholly futile if not unauthorized. The company, therefore, greatly regrets that it must respectfully decline, pending the present relations between the parties, to take any further part in the proceedings. As the other party to the investigation has seen fit not to adopt the findings of a previous board, the company feels all the more strongly compelled to adopt the course above stated.

"Yours very respectfully,

(Sgd.) H. MELLISH."

Mr. Terris of the Lodge Committee held that the strikers were still employees as they had not been paid for the coal in the chutes etc. Had the men been ordered out of the pit Mr. Terris's contention would have carried some weight.

The Philadelphia correspondent of the Coal Trade Journal has in common with many people of the U. S. a very insufficient knowledge of the quality of Nova Scotia coal. For instance he says:

"A rather novel event last week was the arrival here of the Canadian tug, Spring Hill, towing two barges in ballast from St. Johns, N. B. Because of the strike at the Nova Scotia mines and the unsuitable quality of Canadian soft coal, they came here for cargoes of Pennsylvania Bituminous."

The fact is that the barges went to Philadelphia for coal because neither for love or for money could they have procured cargoes at any of the mines in Nova Scotia. If Springhill is idle much longer the barges will require to make additional trips to the U. S. Coal cannot be had in N. S. so it must be had somewhere, even if inferior U. S. coal only can be obtained.

AROUND THE COLLIERIES.

The West levels in the Mabou mines are being pushed ahead. The coal looks well on this side.

A question which might be recommended to the Board of Examiners is "On which side of the present slope of Mabou Mines does the largest body of coal lie, to the East or to the West?"

A tunnel is being driven from the Cago seam, at the slopes, to the old Foord pit. Should the coal, when struck, prove of good quality there will be something doing at the back mines.

The work of piercing the fault on the East side of the Mabou mine has been started. It is uncertain if the fault is a slight or a heavy one if it is a fault at all. It may be no more than a heavy local roll.

There is probably more coal in the Cow Bay basin, so called, than most people imagine. Explorations lately conducted have exposed an 8 ft. 5 in., 4 ft., and one or two smaller seams, all of excellent quality.

In about two or three weeks, or soon as there is connections with the Nos. 1 and 2 Allan Shafts, there will be room in the mine for 100 additional men. With this addition to the force larger outputs may be looked for.

Many are wondering what is up at the Hub mine. Since the fire every effort has been made to restore the mine to its former place as a shipper, and now when everything is in order there is a halt of the procession.

Perhaps there never was a better looking bank of coal than that made at the International last winter. Though the face has been removed in several places there is sufficient left to show its superiority—in appearance and size.

There are rumors of more changes at Glace Bay, whether these rumors have any foundation in fact is another question. It is about time the D. C. C. had found its feet. The rumor that Mr. Duggan would resign the Record rejoices to know is untrue.

Sufficient development work has been blocked out at Mabou to keep the present force employed during the coming winter. When next year's shipping season comes round the Mabou Mines will be in a position to make an appreciable addition to the coal output from Inverness County.

Tracklaying on the renovated portion of the Mabou slope is well under way. When this is finished the work of making a lodgement will be proceeded with. When the lodgement in its turn is completed the work of driving the slopes will forthwith be begun. There is a good deal of water running down to the present face of the slope and hence the necessity for a lodgement.

Mr. James Quigley, formerly Underground Manages at Mabou, C. B., now fills a similar position at the Joggins colliery.

The South level of the No. 16 lift in the Drummond colliery is in 3000 feet or 500 feet further than the level in the No. 15 lift, and no sign of the fault struck there has so far appeared.

Boring operations conducted by the Intercolonial Coal Co. have been in progress the past two weeks or so, in proximity of the Asphalt, Stellarton, in an effort to locate a six foot seam of coal which is believed to have a lurking place in that locality.

Asked if there was anything doing towards a settlement of the strike an important official of the Cumberland Ry. and Coal Co., said "The Co.'y can do nothing but wait on the pleasure of the men to resume work. The length of time the works may be closed depends largely on the men."

Mr. C. Ochiltree MacDonald, formerly of the Blockhouse and Gowrie, Ltd. in a communication to the Montreal Star, without equivocation asserts that he is an English born Canadian. This effectually disposes of the contention that there are no English MacDonalds.

There is some talk of using the abandoned English slopes as a pits pumping station, and there is talk also of a bore hole from the surface to the McGregor pit pumps. By way of the bore hole pipes would convey the necessary steam and so prevent damage to the slope, down which the steam pipes are presently carried.

Another kink has been taken out of the Mabou slope. This not only tends to a better appearance but will be a decided gain in efficiency of haulage. The distance cut through was about 300 feet. This cut shortens the haulage by almost 100 feet, and did not cost a large sum as the cutting was through coal, and the coal gotten fully paid for the labor. There was however some expense in making a new necessary overcast.

Mr. Maxwell of Westville and lately of the Allan shafts will open out the new colliery for the Dom. Coal Co. in their Lingan field. The precise location of the colliery has not been definitely fixed, but it will be situated about two miles nearer the Barrasois than the Victoria slope, and about a mile back from the water. It was thought the company would sink a slope where the seam was at a much less angle than at Victoria. Evidently this intention has given way to some other plan as the seam at and near the point selected has not what, in C. B., would be called an easy angle. Steep seams have their advantages and probably the D. C. C. wish to try the back balance system. It may be worth a trial, one can never tell till he knows.

AROUND THE COLLIERIES.

Mr. Wm. Madden is superintending development work on a four foot seam of coal which it is alleged has been tapped in the River Inhabitants basin. It is said that an American Co'y, is supplying the necessary funds.

It is claimed that at long last clay suitable for fire brick has been found not far from Trenton. A test has demonstrated that a brick made of this clay will not fuse at a heat of 3300. If this be so then there is clay in Pictou that will, shortly, render the importation of fire brick unnecessary.

The electric water pump at the Internationa is doing fine work. The same cannot be said of water movements in the shaft. When the motor that runs the tank is in good condition fourteen hundred gallons of water can easily be discharged. Unfortunately the motor takes frequent sulky fits and will not move in spite of everything. The last fit was serious rendering a new motor or part necessary. If the pump and the tank could be kept constantly in motion, discharging jointly 2400 gallons of water it would not take very long to recover the submerged workings in the mine.

The collieries were all idle Labor Day and they might as well have been closed the following day, as a large number of the men felt twice as tired after the holiday as they would have felt after a hard days work. The managers declare that it will take a full week to recover from the 'effects' of Labor Day. If this be so then the P. W. A. in spite of those who would eliminate the words thrift, industry, and sobriety from the constitution, has much work to do, work equally as important if not much more so than an increase in wages or a shortening of the hours of labor. If men will not 'keep' why sweat so about 'getting'.

Dr. Ami of the Geological Survey spent two or three weeks in August going over the coal field, and examining the formation in the mines Pictou county. It is said Dr. Ami gave expression to the opinion that all former reports on the field would have to be revised if not rewritten, thus confirming in a measure a previous statement of the Record that the Pictou coal field is as yet a sealed book. Dr. Ami favors the idea that the field is much more extensive than is generally supposed and agrees with the suggestion that a bore hole should be put down at or near the Stelarton pumping station in order to determine if the Drummond colliery seam extends across the East River. If the seam can be tapped there then the Albion seams may extend as far as the Vale. The cost of a bore hole would probably be less than \$7,500. To this the local government ought to contribute \$3,500, the Acadia \$2,000, the Intercolonial \$1,500, and the Rood company \$500. If the growing belief that all the seams cross the river can be confirmed it will mean more than can be calculated for Pictou County and the province.

A levy of one dollar per member is called for by the Grand Secretary in support of the members of the lodges in Springhill now on strike. The first call falls due on the 17th. Sept. If all the members of the P. W. A. respond to the call the monthly relief should total six thousand dollars.

However the case may stand in Nova Scotia it is apparent that in Pennsylvania there is neither the skill nor care employed in coal mining that there was ten years ago. The miners cannot be working so hard at the face but are making powder perform the work of shearing. In 1897 twelve and a half tons of coal were produced for every pound of powder used, whereas in 1906 only six and a third tons were produced per pound of explosive.

Ditching is in active operation at Port Morien. At first it was intended to lay the pipes on the surface, the call for water was so urgent. The rains of the last ten days have helped the water supply and as the water pipes have not yet arrived from Scotland it was concluded to dig the trenches ready for the pipes when they arrive. A comparatively large force of men are employed getting this and that in order.

The directors of the Dominion Iron & Steel Co. who visited the plant last week, were exceedingly well pleased with the result of their inspection. Their 'findings' are to be laid before a meeting of the shareholders in October, that is, presumably, if by that time his honor, Judge Longley has given a decision on the big suit. If the judgement is not forthcoming by October the meeting may not be called until some subsequent time.

Mr. H. M. Whitney who is running for Governor of Massachusetts may be able to entuse the New Englanders with his speeches in favor of reciprocity and against the Dingley bill, but he will not be able to evoke by himself or deputies any enthusiasm in Canada, or at least the lower provinces. The time was when the lower provinces were eager for reciprocity and the U. S. would not hear of it. Now the provinces are entirely satisfied with the progress they are making—irrespective of U. S. tariffs.

When in C. B. recently the writer saw the outside of one of the places at Long Beach, Port Morien district, where the French, over a hundred years ago used to dig coal. No entrance, 20 feet long was forced through into one of the old places from a hole which had been made when hunting for the outcrop of a seam. It would be interesting to have one of the places opened so as to discover the methods employed in mining by the former masters of the country.

The Standard Drain Pipe Co.,

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June, 6, 07.

As a proof of what good luck and good management can do it may be pointed out that the Morrisdale Coal Co. of Pa. in five years mined 2,221,000 tons of coal without a fatal accident, and that the Cleonfield Bit. Coal Co. mined in the past five years 2,469,000 for each fatal accident, in other words in five years the company produced 7,409,000 tons of coal for the loss of three lives.

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EXHIBITION
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**Nova
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Good going September 13
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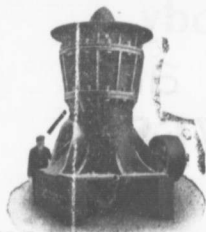
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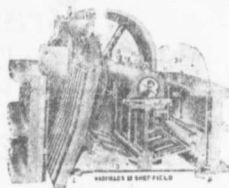
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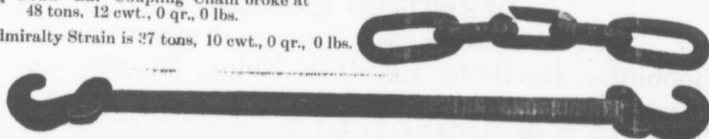
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Synopsis of Canadian North-West. Homestead Regulations.

ANY even numbered section of Dominion Lands in Manitoba or the North-West Provinces, excepting 8 and 26, not reserved, may be homesteaded by any person the sole head of a family, or male over 18 years of age, to the extent of one quarter section, of 160 acres, more or less.

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

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

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

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

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

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

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

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

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

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

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

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

COAL. Coal lands may be purchased at \$10 per acre for soft coal and \$25 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,500 pounds shall be collected on the gross output.

QUARTZ. A free miner's certificate is granted upon payment in advance of \$5 per annum for an initial, and from \$25 to \$100 per annum for a company according to capital.

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

The fee for recording a claim is \$5.

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

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

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

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

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

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

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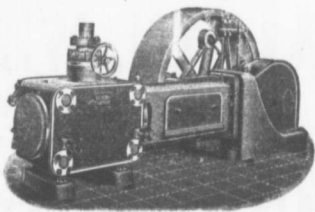
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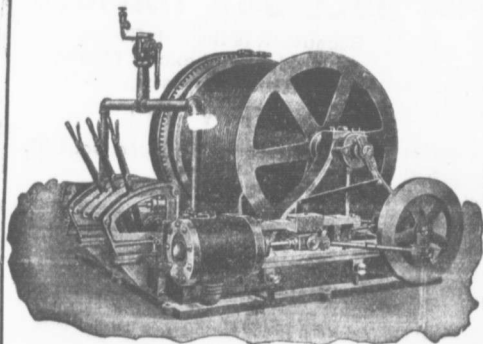
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No. 52	No. 54		STATIONS.	No. 51	No. 53
Read Down	Read Up			Read Up	Read Down
L 11 25	L 4 00		TUPPER JUNCTION	A 11 15A	L 3 25
S 11 31	S 4 05		PORT HASTINGS	S 11 10B	S 3 17
A 11 30	A 4 10		TROY	L 10 55	L 3 00
L 4 25	L 4 30		CHERAMISH	F 10 42	
S 4 45	S 4 45		JUDIQUE	S 10 30	
F 5 0	F 5 0		JANMORE	F 10 15	
F 5 20	F 5 20		CATHERINES POINT	L 9 57	
A 5 45	A 5 45		POST HOOD	S 9 40	
L 6 0	L 6 0		CENCOR	S 9 30	
S 6 20	S 6 20		JARD	S 9 15	
A 6 40	A 6 40		QUINCY	F 9 00	
S 6 55	S 6 55		BL. R. RIVER	F 8 45	
A 7 15	A 7 15		STE THORNE	S 8 30	
P 7 30	P 7 30		INVERNESS	L 8 15	
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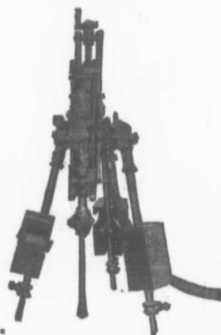
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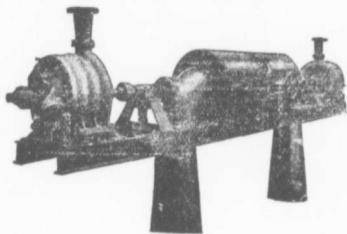
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Bituminous Coals, the celebrated "Reserve" coal for household use, "International" Gas coal, and the best Steam coal from its collieries on the Phalen seam.

—Yearly output 3,500,000 tons.—

ANALYSES.

ANALYSES OF GAS AND STEAM COAL MADE BY J. & H. S. PATTINSON, CHEMISTS,
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	STEAM COAL.	GAS COAL.
CARBON.....	80 18 per. cent.	77 51 per. cent.
HYDROGEN.....	5 11 " "	5 22 " "
OXYGEN.....	7 34 " "	6 72 " "
NITROGEN.....	1 16 " "	1 27 " "
SULPHUR.....	0 56 " "	3 07 " "
ASH.....	2 30 " "	4 10 " "
WATER.....	3 35 " "	2 11 " "
	100 00	100 00

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

Shipping facilities at Sydney, and Louisburg, G. B., of most modern type. Steamers carrying
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Special attention given to quick loading of sailing vessels. Small vessels loaded with
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By Improved screening appliances lump coal for Domestic trade is supplied of superior quality.

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OPERATING THREE
THICK SEAMS
NOS 1, 2 AND 3.

—Miners and Shippers of the Well Known—

FRESH MINED SPRINGHILL COAL

... ANALYSIS ...

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

BEST COAL FOR
LOCOMOTIVE USE.

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The year Round

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