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City

Maritime Mining Record

Nov. 22. 1916

DOMINION COAL COMPANY LIMITED.

OUTPUT:—5,000,000 tons yearly.

Miners and Shippers of the Celebrated

"DOMINION" Steam and Gas Coal
and Coal for Household Use
from the well known seams

'Emery,' 'Phalen,' 'Harbour,' 'Victoria' and 'Hub.'
"SPRINGHILL" Coal for Steam, Gas, and Household use.

Screened, Run of Mine, and slack.

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

Shipping Piers equipped with modern machinery,
ensuring Quickest despatch

—AT—

SYDNEY, LOUISBURG, C. B. and PARRSBORO, N. S.
7000 ton Steamers Loaded in 7 hours.

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

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

IMPROVED SCREENING FACILITIES at the Colleries 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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112 St. James St., Montreal, P. Q.
Glace Bay, Nova Scotia.
171 Lower Water Street, Halifax, N. S.
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Buntain, Bell & Co., Charlottetown, P. E. I.

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MONTREAL, P. Q.

Acadia Coal Company, Limited

Stellarton, N. S.

Miners and Shippers of the

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ACADIA COAL

Unexcelled for STEAM Purposes.

Popular for DOMESTIC use.

Manufacturing, Steamship, and Railway
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Shipments by water from Pictou Landing, N. S.

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High Grade Fuel for Steam Domestic and General Purposes.

COKE

From Coal Washed by Latest Process Growing more popular daily—and considered to give as good results for Foundry purposes as the United States Article.

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of Fine Quality.

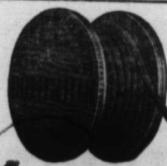
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Better than Scotch seconds for Ladle lining etc.

SHIPMENTS BY RAIL OR WATER.

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Westville, Nova Scotia.



Get the "Safety" Habit

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"DOMINION" WIRE ROPE.

MADE IN CANADA.

The DOMINION WIRE ROPE CO., Limited, MONTREAL.

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INVERNESS RAILWAY and COAL COY.

Inverness, Cape Breton.

Miners and Shippers of INVERNESS (BROAD COVE)

Screened, Run-of-Mine Slack.

—First Class both for Domestic and Steam Purposes.—

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

Apply to Inverness Railway and Coal Company, Inverness, Cape Breton J. MCGILLIVRAY, General Manager.

INVERNESS RY. & COAL CO'Y

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

SOUTHBOUND Superior Dir.		STATIONS.	NORTHBOUND Inferior Dir.	
461	462		463	461
P. M.	A. M.		P. M.	A. M.
8 35	10 40	POINT TUFFER.	8 40	8 40
8 58	10 55	INVERNESS JUNCTION	8 45	8 45
9 18	11 20	PORT HAWKESBURY	8 50	8 45
9 36	11 18		8 55	8 50
P. M.	10 07	PORT HASTINGS	9 00	8 55
	9 27	TROY	9 05	8 55
	9 44	CRAIGMORE	9 10	8 55
	9 57	JUDIQUE	9 15	8 55
	10 06	MARYVILLE	9 20	8 55
	8 55	PORT HOOD	9 25	8 55
	8 40	GLENDYVE	9 30	8 55
	8 35	BARCEL	9 35	8 55
	8 30	BLACK RIVER	9 40	8 55
	7 50	STRATHLOCH	9 45	8 55
	7 40	INVERNESS	9 50	8 55
	7 35		9 55	8 55
	7 12		10 00	8 55
	6 55		10 05	8 55
	A. M.		P. M.	

4

MINING RECORD

MARITIME COAL, RAILWAY, & POWER CO.

Miners and shippers of

CHIGNECTO High Grade
 —AND—
JOGGINS. **STEAM**
 AND
COAL.
 Domestic

Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Collieries:—CHIGNECTO and JOGGINS.

Power Plant, CHIGNECTO, N S

R. J. BELL, General Manager, JOGGINS, N S.



**Manufacturers
of
Wire Cloth
and
COAL SCREENS
in all Strengths.
Double Crimped
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WE SPECIALIZE IN
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"Have you an Up-to-Date Lock-Up in your District."
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CANADIAN GOVERNMENT RAILWAYS

HALIFAX--MONTREAL OCEAN LIMITED

Daily.

Depart Halifax	8.00 a. m.
Arr. Montreal	8.05 a. m.

MARITIME EXPRESS

DAILY, except Sunday.

Depart Halifax	3.00 p. m.
Arr. Montreal	6.30 p. m.

Used by Collieries in Lancashire, Staffordshire & Yorkshire

'XTERRA' COLLIERY LAMP OIL
For Maxon's Mosaic Reflectors or Closed Lamps

PURE WHITE FLAME. LOW PRICE
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Sole Representatives for Canada **AUSTEN BROS.**
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LTD.,

Wire Drawers, Manufacturers
of all classes of Wire Ropes,

Patentees and Manufacturers of

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

Hay Mills,
Nr. BIRMINGHAM.

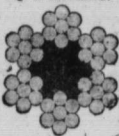
Agents:-

H. M. WYLDE,

P. O. Box, 529.

HALIFAX, N. S.

Fig. 2. HAULING.



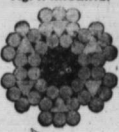
LANG'S LAY ROPES.



Fig. 26. WINDING.



Fig. 1. HAULING.



PATENT FLATTENED STRAND ROPES.

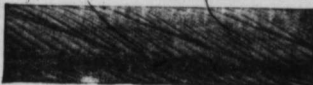


Fig. 4. WINDING.

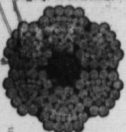
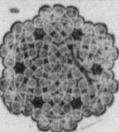


Fig. 13. SINKING.



Advantages of Patent Flattened Strand Ropes.

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

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

Fig. 11b. CRANE, &c.

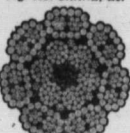
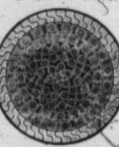


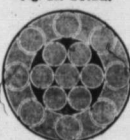
Fig. 15a. WINDING.



LOCKED COIL ROPES.

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

Fig. 20. GUIDE.



CANADA.

DEPARTMENT OF MINES.

Hon. P. E. Blondin, Minister.

Mines Branch.

Recent Publications:

Building and ornamental stones of Canada, (Quebec), Vol. III, Report on, by W. A. Parks, Ph. D.
The Bituminous Sands of Northern Alberta, Report on, by S. C. Ellis, M. E.
Peat, lignite, and coal; their value as fuels for the production of gas and power in the by-product recovery producer, Report on, by B. F. Haanel, B. Sc.
The petroleum and natural gas resources of Canada: Vols. I & II, by F. G. Clapp, M. A. and others.
Electro-plating with cobalt, Report on, by H. T. Kalmus, Ph. D.

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

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

R. G. McConnell, Deputy Minister.

Geological Survey.

Recent Publications:

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

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

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

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

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

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

MAP 150A. Ponhook Lake Sheet, Nova Scotia.

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

The....
MARITIME MINING RECORD

Vol. 19,

Stellarton, N. S.,

Nov. 22nd., 1916.

No. 10.

A MILITARY POST OFFICE.

The following most interesting article by the Rev. C. Spurr is clipped from The Christian World, London:—

That part of London in which my religious interests are chiefly centered has undergone a marvellous transformation since the war began. Two years ago the great park was one of London's playgrounds. The persons frequenting it were certain great personages who live upon its fringe and vast numbers of other personages, small and great, who came from all points of the compass to see the gardens and the Zoo. Underneath my study window there passed in normal times a quiet and decorous procession of people bound for business and pleasure. On great festivals the procession was greater and noisier. But it was always interesting and always civilian. Today the change is complete. Soldiers pass to and fro. The park itself is transformed. New and strange buildings have sprung up in unexpected places. What was once green sward is now a hardened drill ground. Novel things have been installed. A noble house has been converted into a home for blind soldiers. Great lumbering wagons move to and from a postal centre created within the last year. Hundreds of men pass at stated intervals bound for their duties at this centre or proceeding from the centre to their billets. This great wooden structure, covering an area of 150,000 sq. ft., sprang up as by magic. Within a few weeks it was commenced and completed. And today it is one of the important distributing centres of the parcels sent by loving friends and relatives to the men at the front. It will be still more important when another 50,000 sq. ft. have been added to it.

There is always an air of mystery about these special erections. Silently they rise from the ground; curious crowds watch the framework pieced together; speculation is rife as to the use to which the new buildings will be put. Then there comes a day when the doors are closed, and the public can only divine from the things they see enter and emerge the kind of work that goes on within. Some of the workers worship on certain Sundays in one of our neighboring free churches. This has given me an interest in them and brought me in contact with the C. O., and by his courtesy I am enabled to give the readers of this paper a little peep behind the scenes of this military post office. Major Wheeler was good enough to take me round the establishment and enable me to see one of the most efficient pieces of home work done in connection with the war. The creation of a great army of men for foreign service has brought into existence a new and great

postal problem. The correspondence going out from Britain and the colonies to the men at the front is incredibly large. But this is a light problem compared with that of the parcels. Ah! the parcels! They come in millions from the uttermost ends of the earth. From India and our Oriental possessions, from remote corners in Australia, New Zealand, Tasmania and South Africa, from every town, city, village and hamlet of Great Britain and Ireland. Wherever the boys at the front have mothers, fathers, brothers, sisters, aunts, sweethearts, friends, pastors and teachers, from them come the parcels. And they contain all that loving hands can conveniently fashion or that harder or shop can supply—from comforts of clothing to questionable comforts for the stomach. And it was in the parcels rather than in the letters that I was chiefly interested.

So great is the number of parcels passing through this war time post office that more than six hundred men, together with a certain number of girls, find their entire time occupied in dealing with the problem. Day and night the work incessantly goes on. Upon an average two hundred thousand parcels are despatched daily.

The bags containing parcels from the ends of the earth and at home reach this distributing centre in post office vans and war office lorries, of which latter there are one hundred. The moment they are unloaded upon the large receiving platform they become army mails, and from that time the military authorities assume control of them, for they alone know where the boys are to be found. To the civilian sorter the mysterious letters written across the face of the parcels would convey nothing. "B. E. F." or "A. E. F." may mean one of fifty places upon the continent of Europe or in Asia or in Egypt. Even to the military sorter the final destination of the parcels is unknown. When at length the last process of sorting has been concluded and the sealed bags are ready for despatch, the mystery remains unsolved. All that the distributors know is that bags labelled with a certain colour go to this station, and that other bags labelled with another colour go to that station. The bags all pass into the land of mystery, and over their transit there rests an impenetrable veil which is not lifted until they pass into other hands across the water. It is a perfect system, at either end know, the hands between simply work; the two combined accomplish the mission of the mail.

In this immense space the most perfect order prevails. The first impression produced upon the mind of the visitor is that of bewilderment. Bags and parcels are heaped up on every hand. It is a maze

(Continued on page 14.)

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.

Nov. 22, 1916.

DAVID McKEAN.

And so, David McKean has left us. He was known to the dominion as an M. P. and a Senator; to the province as Lieut.-Governor, to his innumerable friends as a man. Yes, a man among men. To use a frequent phrase, "there was no nonsense about him." He could, in compliance with the rules of high society, tolerate pills and feathers, but he was at home only in the realities. He would have been the last man to claim, as his, brilliancy or genius, but he was one of those men who having been given opportunities embraced them, and to this is due his climb from the glen to the gubernatorial chair. To casual acquaintances his manner may have been considered brusque; but if his hail was gruff, his heart was gold. Those who knew him best liked him most. Of his power in politics, or his place in the community, the writer may not speak, that has already generously been done by the newspapers; he shall confine himself to Mr. McKean's connection with the coal trade at a time when conditions were not as now; when, in a sense, the trade had not put off its swaddling clothes, and when the relations, between employers and employed, were not as happy as now.

From a surveyor, step by step, he rose to be treasurer, and eventually he became a principal, if not chief, proprietor of the Caledonia Coal Co. If I remember correctly the Caledonia mine, in Mr. McKean's time, was the first to load a thousand tons of coal into a steamer in one day. This was in the eighties, and was considered wonderful work. The steamer was loaded at Glace Bay harbor, the company having abandoned its shipping place at Big Glace Bay.

When the Dominion Coal Co. had assumed control of the southern C. B. collieries Mr. McKean was appointed general manager; that was in 1893, and from that date an intimacy, indeed, I may say a friendship, sprang up between the two which never was broken. The relative positions of Mr. McKean and the writer, in the early stages of their acquaintance, made it nigh impossible that each could see eye to eye on many points. There were frequent keen and warm, but never acrimonious discussions. Mr. McKean's determination was pronounced. Yet, when shown that a new policy might be preferable to the old, he gave way in a seemingly gruff but really good natured way. This next little incident is by the way. As a politician of the better kind he was clean, yet wily. When running an election he was told that folks were saying he was working for votes

in the outlying district in a sort of sinuous way. "How sinuous?" he asked. "Oh, they say you are buying votes by buying socks from the good wives." "Is that all?" he asked. "About all with this addition that you don't buy in the uninitiated politician's way. You enter a house, see the good wife knitting, go up to her and say, 'What nice soft wool, I wish I could get socks like this.' The good wife immediately proposes to become a donor. You demur and say, 'Make me two or three pairs, and here is the money to pay for the wool, and when I call for the socks I will pay for the knitting,' and you never call, your object in calling has been accomplished." "Who has been stuffing you?" he asked. "That is not the point, did you do it?" His answer was evasive. "Well, can you put me on a better way of helping poor people?" and one smiled and the other reciprocated.

If the company stores, in vogue prior to the advent of the Dominion Coal Co., were entitled to be called "pluck mes" David McKean was the instrument in causing the term to be void of meaning. In a conversation with the writer when there was a violent agitation against the stores by some workers who had a disinclination to pay honest debts, urged on by some politicians, he asked to be informed of any pressure brought by the officials to influence workmen to deal in the stores, whether the pressure was direct or indirect. If any such pressure was exercised then the officials would go. This information was conveyed to the workmen, who were asked to remit all complaints to the secretary of the P. W. A. Not a complaint was forthcoming, and from that time the stores have gone on doing their work in peace.

That David McKean was gifted with keen foresight was attested to by the fact that he was, probably, the first general manager of a coal corporation, on the American continent, to grant to its employees in union that which, at the United States mines, goes by the name of "the check off"; that is, he was the first to grant union men the privilege of having lodge dues collected through the pay office, a privilege which the employees in mines in the United States have been demanding for years and have not yet obtained—probably for the reason that unions there are not held to be well ordered. Mr. McKean was quick on the "up take", reminding one of the Hon. Mr. Fielding, in his palmy days. Mr. Fielding could grasp, in ten minutes, a point which took his foremost colleague an hour to penetrate. The matter of collection of dues was decided in a few minutes and in this wise. The secretary of the P. W. A. met Mr. McKean on the ferry between Mulgrave and Point Tupper. Of course they talked "shop." Said the secty. to Mr. McKean, "Don't you think it would be good policy to collect union dues in the office?" "What?" was the startled exclamation. The question was repeated. He laughed and said, "Now wouldn't that be a novelty; bring forth a precedent if you have one." "Never mind the precedent," he was told, "but the policy." And then reasons were given why it might be politic. The discussion was short, pointed and plain, and ended by Mr. McKean saying, "I am willing to give the proposal a fair trial," and from that day to this it has been continued, to the advantage alike of operators and men. Many instances of Mr. McKean's keen perceptivity could be told did space permit. A sentence more

of a personal nature. The writer has had a fair share of hard knocks in his day, but these all are offset by a remark of Mr. McKean's. Last spring he and the writer, after a short stroll, stood chatting at the corner of Snelville and Hollis Sts. They were joined subsequently by a military man, and a prominent engineer having temporary residence in Halifax. In the course of some cheery chaffing Mr. McKean happened to say the writer had former connection with a labor union. "Oh," said the engineer, "I suppose you were always sweet on unions and their leaders?" "I am not sure about that," was the reply, "but this I can say, that the longer I knew Mr. _____, and as he named me he laid his hand on my shoulder, 'the less cause I saw for fighting him.'" I am wondering now if his hand on my shoulder was his farewell benediction. Mr. McKean had honors heaped upon him here. He has left us, called to the journey necessary to be taken before receiving the crowning reward promised to those who while here have been faithful alike in small things as in great.

COAL PRICES—N. S. AND U. S.

No one will deny that the price of coal in Nova Scotia is high. Higher than it ever was. Previous to this year the highest price that provincial coal sold at was \$3.75 a long ton. That was in 1873, forty years ago, when there was a big shortage in the United States, caused by labor troubles. If the price of coal is at the present time high in Nova Scotia, the price in the United States takes one's breath away, when he compares present prices with what they were a year, yes, less than a year ago. During the past five years the price of Nova Scotia coal has advanced, let us go to the extreme and say, eighty per cent. In the United States within the past five months, months mark ye, and not years, the price has gone up five hundred per cent. In past years question has been asked times without number why coal was selling at the mines in the United States at about a third of what it cost at the mines in Nova Scotia. And the questioners shook their heads unbelievably when told that the conditions attached to mining here fully accounted for the difference. How often has it been repeated that bituminous coal could be bought at the mines across the border at from \$1.10 to \$1.25. In some cases it could be had for less than a dollar. We wonder if those inquisitive people of old will be curious enough to ask, "How comes it that bituminous coal is selling so much cheaper in Nova Scotia than in the U. S., the largest producers, by far, in the world?" Here are the prevailing prices for coal for prompt delivery, given on the authority of the Coal Trade Journal, which is at all times conservative and cautious in its statements. And, take notice, that the price is not at Philadelphia, or Baltimore, or New York, but at the mines: George's Creek, \$6.00 to \$6.50; Clearfield, \$5.75 to \$6.25; ordinary Somerset, \$5.75 to \$6.25; W. Va., \$5.50 to \$6.00; Fairmont district, Slack coal, \$4.75 per short ton. Urgent buyers of coal in Pa. have had to pay \$7.00 per ton at the mine. The Boston people are paying \$10.00 a ton for New River and Pocahontas coal in cars. To the

credit of a majority of the newspapers in the United States be it said that they are not denouncing the mine operators as responsible, for the startling increase in price. The consumers in the United States are mainly responsible for the increased cost. In order to get immediate delivery—being fearful of the future—they offer a dollar, even two dollars, a ton above the price for delivery in turn. The causes contributing to the high price of coal are the same there as here, namely, brisk demand, shortage of labor, and scarcity of cars. While the year 1916, in the U. S., will show that there never was so large a production, it will at the same time show there never was so urgent a demand. Industrial activity there, as here, is unprecedented, and therefore the demand is also unusual. Some querulous people may ask, "Is there unprecedented industrial activities in Canada?" The answer is, "There must be seeing that for the eight months ending August the importations from the United States are no less than three million tons more than in the corresponding months of 1915." To Nova Scotians the disturbing feature of these largely increased importations is, that a considerable proportion is received by former customers of our collieries. The question is, will the operators be able to win them back when in a position to supply their needs?

• Rubs by Rambler. •

And, so, Sir Sam has been dismissed. I'm sorry. I stuck to him from first and am still not far distant from him. All the papers, with any soul, say he did big things, but — Well they say a fellow feeling makes one wondrous kind, and may it not be said a fellow failing makes one friendly. Sir Sams' sins were those of temperament. Thank goodness he had a temper, or else he would have been a wishy washy man. I never yet knew a capable workman, or a capable official or a capable leader who had not a temperament. They say everybody has some sort of temperament—some say even Rambler has it. Were he to deny it he would be setting himself on a pedestal all by himself, and that would be fatal to modesty. Never mind Sir Sam, you have done enough to give you a high throne from which politicians cannot dislodge you.

Baron A.—a baron of the new order—writes to the Pietou Advocate, a fair sized letter, in reference to the increased prices of farm products. The letter is well written and its spirit commendable. Baron A. is quite justified in calling attention to the increased price in articles necessary to the farm and to the farmer's household. I defended the coal operators against the charge of bare faced robbery. No one will deny Baron A. the right to do a similar thing by the farmers. He has shown where the farmers' cost of production has increased. Let me show how the coal operators have fared. Three articles enter largely into the running of a colliery, wire rope, brattice cloth, and steel plates and products of steel. The increase in the cost of the first is two hundred per cent, of the second, a hundred

and thirty per cent, and of the third a hundred and twenty per cent. And, be it noted, these are the minimum increases. I take it that Baron A. will not join in the howl against the old order of barons, and that he will strive to adorn his new and elevated position.

The English and American pronunciation of certain foreign phrases, such as "sine die", "ultra vires", &c., is different from the Scottish. From before Knox's time the Scots were held to be good latin scholars, and their pronunciation of the phrases, in at least some well informed circles, are held to be proper. The words "sine" and "vires", for instance, are commonly pronounced as "signe" and "vighres", or the i is pronounced as in "die" or "dye." Custom may justify this, but is it correct? Take the word Salonica. How many would pronounce it Saloneeka, and yet the latter is to be the way it will be spoken in the future. "The Church Family Paper", Anglican, and therefore high toned, says in effect: "In the address lately delivered by Mr. Asquith observers noticed that he always pronounced Salonica, Saloneeka, and people from this out will follow Premier Asquith's example when using the word." If challenged, or a hint thrown at them that they are uneducated, they can triumphantly point to so-excellent a precedent. Had I Mr. Asquith's ear I would ask him to pronounce the word "appendicitis", the new word for an old ailment: The i after the c is pronounced long. The word is of latin origin and, Scot like, probably Mr. Asquith might pronounce it as if the i was a long e.

Says a Cumberland county newspaper: "Those good liberals who believe that the Borden government can regulate the high cost of living, might turn their attention to our Nova Scotia government, who own our coal mines, but who never as yet have shown any appreciation of what the general consumer is forced through the coal corporations to suffer and pay."

Is it not time this fiction about the government "owning" the coal "mines", shouted by both liberal and conservative papers, should be exploded. The government does not own the coal mines. It owned the coal areas, but these it leased, thereby to all intents and purposes relinquishing proprietorship of the coal in them for a specified term of years. As long as an individual or a corporation complies fully with the terms of a lease it cannot be annulled, and the lessees cannot be dispossessed without full compensation. Of course the government could, possibly, do the unwarranted and dishonorable act of confiscating a coal mine, but as soon as it commenced tricks of that kind it sealed the doom of the future industrial prosperity of the province. Investors would not be attracted to, rather would they be repelled from, the consideration of any proposition surrounded with onerous and obnoxious conditions. Far less would they be likely to be attracted to a proposition full of uncertainties, and subject to the whims of the lessors. A coal company has the same rights and privileges as any other industrial concern. So long as it lives up to the terms of a lease it cannot honestly or honorably be interfered with. The local government might clothe itself with power to appropriate a coal mine, but any such au-

thority embodied in a bill would probably be vetoed, and justly, unless full compensation was provided for the confiscation. Of course in future leases the government could insert its own terms. If these went contrary to common sense and sound business principles the chances are, that only irresponsible lessees would ever apply for a lease. It is suggested that the local government enquire into the profits of the coal companies. "Cui bono?" Wouldn't it be a farce for the government to ask questions when it could not compel answers? The time may come when, not only little provincial governments but town and county councils may order the coal companies to produce their cost sheets, but, thank goodness, that time is not yet.

While here in Nova Scotia some foolish fellows who would like to become leaders try to defend, and some foolish newspapers seek to condone absenteeism at the mines, it is pleasing to note that the leaders of the British colliery workers are doing all possible to mitigate the evil. No one has a word to, say against the worker who is absent through no will of his own, it is the individuals whose absenteeism is avoidable that are being criticised in these times of stress and short supply. Here is what the colliery workers' leaders are doing in Britain. The extract is from a British paper:

The executive of the Miners' Federation of Great Britain met at the Waldorf Hotel, London, last evening to consider the question of avoidable absenteeism and others matters in connection with the national conference of representatives of the coal-mining industry, which is to be addressed by the Prime Minister. Mr. Robert Smillie, president, was in the chair.

The principal business of the meeting, apart from completing the arrangements for the national conference on Wednesday, was the receiving of the reports from the various coal mining districts of the returns of avoidable absenteeism by the workmen. For some months a system of supervision of all cases of absenteeism has been exercised by pit committees, formed of representatives of the employers and the workmen, with central county committees. It is an open secret that the returns of these committees for the three months of July, August, and September have been unsatisfactory, showing a considerable increase in the percentage of avoidable absenteeism. At some collieries the number of workmen absent from work without cause has been from 10 to 20 per cent. The percentage of absenteeism on Monday in all the districts has been exceptionally high.

The men's representatives state that the unfavorable result and the failure of the pit committees to impress upon workmen the duty of regular daily work is chiefly attributed to the holiday season, and that the attendance at work is now likely to show a considerable improvement. In some of the districts allegations are made that the management at certain collieries do not facilitate regular work on the part of the men.

All the districts have issued circulars to the pit committees for returns to date of the percentage of avoidable absentees among coal hewers and other classes of workmen employed in the pits, and whether all the men presenting themselves for work have been found work.

From another paper I clip the following, which

is more definite, and goes to show that in some localities absenteeism has almost become a habit. A loss of nearly a million and a quarter shifts in three months represents a loss to the workers of say three million dollars. To that is to be added the loss to the employers and the loss to the country:

South Wales coal owners have just completed a return of absenteeism in the coal field for the quarter ending September, under the scheme agreed with the Miners' Federation to reduce absenteeism. The returns show 1,223,368 individual shifts lost out of a maximum possible of 10,414,387. Of these 911,257 shifts lost are attributed to avoidable absenteeism, and represent 8.72 per cent. of the total.

Says the Manchester Guardian, a paper largely quoted from on this side: "In these islands the war has secured full recognition for the words Briton, Britain, and British; they satisfy both sentiment and convenience."

And yet the most of the English and many of the Scottish papers have much to learn. Unlike the Guardian they are not quick to grasp the eternal fitness of things. For instance the news editor, presumably, of the Christian World, a sort of jocos chap—at rare intervals—has this to say:—

One of the humours of a newspaper office is the prompt objection taken by certain Scots to the chance use of the term "English" where "British" is meant. They will write or call personally to prove by iron logic that this use of "English" in the larger sense is illegal by the Act of Union of 1707. The Secretary of the Admiralty has now, however, created a State precedent. On Saturday he issued the announcement:

A successful raid was carried out on Oberndorf on the afternoon of October 12 by a large number of French and English naval aeroplanes. Three English machines failed to return.

We feel rather sorry for the Secretary to the Admiralty; he has probably heard a good deal from Scotland by this time about this precedent.

The World editor is in error in at least one point. The Scots are not quite so sensitive as he assumes. Certain of them do not object to the "chance", but to the deliberate, persistent use of the word English when British is the proper term. Why is it that in Western Canada, more particularly, the Scot is every day preferred to the Englishman? The reason given is that bumptious as a Scot may be, he falls into insignificance in that respect in comparison with the Englishman. What is the necessity to use an incorrect term? The correct word British is as easily written and spelled as English, and what benefit is to be derived from wounding the, perhaps, over-keen sensibilities of certain Scots? The World may be further in error in stating that the secty. to the Admiralty set a precedent for the wrong use of the word "English." The secretary may have spoken by the book, he may have had good reason for the use of the word. Scots may be ready to admit that when he said "three English machines failed to return" he spoke the truth and the whole truth. They will be inclined to say, "Good for the secretary; well he knew that had they been Scottish built machines, and Scottish manned they would have returned somehow, by hook or by crook, wholly intact, somewhat battered, or gashed beyond recognition. No sensible Scot would "peeve" at the chance use

of the word, but when it is eternally English this, and English that, and English everything, he has a right to protest without being accused of a lack of humor.

The following sensible extracts on the high cost of living are from a well known liberal paper, in short without possibly encroaching on the proprieties I may give the name, Eastern Chronicle. I trust the article has met the eye of the editors of many liberal newspapers:—

"A great deal of nonsense has been written about the government being able to lower the cost of living by lawing our own people.

"The only way it could be done would be for the government to take possession of all the food in the dominion. . . . A little consideration will convince any reasonable person how impossible this would be in Canada. . . . The only thing the government can do is. . . let foodstuffs from the U. S. come free into the dominion. Even then the prices would not drop to the prices of three years ago. . . . Supply and demand regulate the prices of foodstuffs, clothing, &c., now as ever. . . . The cause of the high cost of living is the war.

"The proper step for the government to take is to abolish tariff taxes on food stuffs."

Let me make comment on the last of the extracts only. Are taxes necessary? Assuming that they are, on what articles would the additional taxes be placed if those of food stuffs were removed. They could not be imposed upon coals, baths, bricks, blankets, boots, brooms, cotton, cloths of all kinds, furniture, crockery and the hundreds of other articles directly and the thousands indirectly entering into the cost of living. On what then would they be imposed? The old drawing of a parson, a soldier and a representative of the people bore the separate legends, "I pray for all," "I fight for all," "I pay for all." If the people really pay for all does it matter much what the method or the manner of their paying may be, direct or indirect, perceptible or imperceptible. If every one should pay proportionately and know to a cent what he pays, as taxes, then on with the income tax.

The removal of the tariff on "food" stuffs would not perceptibly decrease the cost of living. Why? Fish: Nova Scotia does not import but exports fish. The duty on eggs is two cents per dozen. If made free Nova Scotians would not have them, they would rather pay five cents more for the product of the native hen. Milk: Could not use it, would be curds on delivery. Butter, even if the Americans could spare some, it only, at best, would reduce the price from forty-five to forty-two cents, and most likely not at all. Potatoes: The lower provinces grow more than can be used and therefore they are exported. Flour: Last week the price of wheat in Chicago was three-quarters of a cent dearer than in Winnipeg. These articles are the most essential of food stuffs. The removal of the tariff would not cheapen them by a fraction of a cent. It is said that there is very little wheat in the United States not already bought, and the talk is that the U. S. government will put an embargo on the little that is left. It is a sufficient answer to the query, "Why is living so high?" To answer, the demand owing to the war is abnormal, and prices therefore are abnormal too.

AROUND THE COLLIERIES.

The Drummond colliery will do better by possibly two thousand tons in November than in October barring accidents.

As an illustration of the big demand for coal, the Drummond colliery was forged in one week to "turn down" orders that would have kept the colliery busy for a month.

The negotiations at Sydney Mines between the P. W. A. and Supt. Brown finished up with a ten per cent. increase to all surface workers, steel, railway and colliery, and twelve and a half per cent. to all underground workers.

The decrease in shipments, by the companies reporting to the RECORD, for the ten months ending October, is close on 360,000 tons. At the present it looks as if the shortage for the year may be well over 500,000 tons. It is often the case that when an article is most wanted it cannot easily be had.

The four P. W. A. lodges at Sydney Mines, which are showing great vitality, held a special meeting lately. The hall was crowded. When the vote was taken, one man only favored a Conciliation Board, rather than take the offered increase. The prevailing sentiment of the meeting was to finish their own business without calling on the government.

If a story the Record hears is not pure fiction, then the first duty of the local government—if it has any authority in the matter—is to get after the coal dealers, and not the coal companies. The story is that a certain company increased the price of coal to an agent twenty-five cents. The agent, taking advantage of the famine in coal, increased the price by a much higher figure. The agent was a private individual over whom the company had no control. To pay the company's price for the coal was all that was required of him. When the price of coal is increased to agents they are apt to celebrate the event by adding five cents more. Possibly the high cost of living is their reason for a higher commission.

Says a Pictou county paper: "It is an open secret that coal can be produced in the shallow, comparatively flat seams of Cape Breton much more cheaply than on the mainland. Cape Breton coal should therefore be sold much more cheaply under such conditions."

If one were inclined to be theatrical he might exclaim, "Thank the Lord that the Dominion Coal Co. don't. Why? Because if they did they could play 'hokey' with the mainland collieries by taking their customers away from them. If the mainland collieries attempted to meet the new C. B. price they would be entering upon a course that would certainly result in disaster.

There are certain few employees of the two big C. B. coal companies who would like to get the credit of securing the late advance in wages. The fact is that the P. W. A. had moved in the matter months before the "employees", independent of any union, took action.

It has been kindly suggested to the Editor of the MINING RECORD, by the Springhill Record, that he endeavor to "unite the laboring factions into one grand body." He could not well do that for he ever believed that it was best for every tub to stand on its own bottom, whether a miner's, a mechanic's, a carpenter's or a cobbler's. The strongest union in the world, the British Engineers', tried to have other trades in affiliation. The end was failure. On the C. G. R. there are a variety of unions. There were no 'laboring factions' in Nova Scotia prior to the attempt of the U. M. W. to manipulate matters in N. S. in the interest of U. S. operators.

The Springhill Record adds, "some of the P. W. A. officers in Springhill are not 'persona grata.'" Well, replace them. Why is the labor party in Australia split into three?

The Sydney Mines employees of the Nova Scotia Steel & Coal Co. are asking for a plebiscite so as to determine whether they shall adopt the Compensation Act or stick by their present Friendly Society. A speaker at one of the meetings of the employees said if they adopted the Compensation Act the men of themselves might keep up the Friendly Society. That is a possibility that experience says is not to be relied upon. There have been numerous friendly societies, in connection with the collieries, with no exterior assistance, and every one of them was unequal to their task. There is more alimony distributed for sick than for accident cases, and it should never be forgotten that the Compensation Act has nothing to do with sickness. In the Record's opinion the Dominion Coal Co.'s Employees Relief Fund is preferable, by far, to any compensation act dealing with accident only.

The new "Jubilee" mine of the Nova Scotia Steel and Coal Company was put hors de combat in an unusual manner. The mine was dependent largely in its supply of air, for the compressors, on a pipe line connecting with a neighboring mine of the company, unfortunately not a near neighbor but one a mile and half distant. The cold snap which—this pipe line was laid on the surface—occurred the last week froze up the pipe and of course the necessary supply of air was cut off. The pipe line was a temporary affair, but served its purpose in moderate weather. The energies of the management are now directed towards a connection that will be independent of zero weather. The loss of output by the accident is a very serious affair, in view of the extreme scarcity of coal. In fact Scotia at the present time was never in such a fix for outputs.

Large supplies of coal are coming daily to the

plants at Trenton, but these are wholly insufficient to fully meet requirements, even when added to the coal supplied by the Acadia. The Trenton plant will take every pound of coal the Acadia Co. can supply.

THE GUILT OF GERMANY.

Why was it, Viscount Grey inquired, that when England proposed the conference in July, 1914, Germany alone refused to enter into it?

"When four Powers offer a conference, and one Power refuses it, is it the Powers who are offering the conference which are forcing the war, or the Power which refuses it? The Emperor of Russia offered The Hague Tribunal. One Sovereign offers The Hague Tribunal and another ignores it. Is it the Sovereign who offers reference to The Hague who is forcing war? On the very eve of war France gave her pledge to respect the neutrality of Belgium if Germany would not violate it. We asked for such a pledge. Was it the Power which asked for the pledge and the Power which gave the pledge which were responsible for the violation of the neutrality of Belgium, or the Power which refused to give the pledge? Belgium knows, as well as every Frenchman and Englishman, that never at any time was there a suggestion that French or English soldiers should enter Belgium unless it were to defend Belgium from the violation of her neutrality, which had first been undertaken by Germany."

THE MOST REAL WASTE.

Since the war began Russia has spent nothing on alcohol; Great Britain has spent £350,000,000, and this appalling waste continues. It has been said that if this 350 millions sterling had been flung into the sea Britain would have been a wealthier nation. A group of English business men have started a movement known as "The Strength of Britain Movement" to stop this waste, which reduces the nation's efficiency, delays naval repairs, hinders shipbuilding, retards the training of new soldiers, diverts imported sugar from more useful domestic purposes, increases infantile mortality, encourages disease, and debauches the manhood and womanhood of the nation. One consequence of the government's timidity in dealing with liquor is that many colonial soldiers—Anzacs and Canadians—will return home after the war morally and physically ruined by the temptations to drink thrust upon them in England, but for which they would have been almost immune in their own countries. The Strength of Britain Movement is working to make the government realise that the country will accept the suspension of alcohol during the war as readily as it has accepted conscription, which is the suspension of liberty.

Three British dairymen summoned for selling milk not up to the standard successfully pleaded that the quality of the milk was due to the cows having been frightened during Zeppelin raids.

Coal Shipments, October, 1916.

—DOMINION COAL CO., LTD.—

Output and Shipments for October, 1916.

—Output—

—Shipments—

Dominion No. 1	32 733	
Dominion No. 2	57 654	
Dominion No. 4	33 008	
Dominion No. 5	9 156	
Dominion No. 6	20 551	
Dominion No. 7	10 222	
Dominion No. 8	23 567	
Dominion No. 9	6 632	294 708
Dominion No. 10	8 273	
Dominion No. 11	20 974	
Dominion No. 12	24 447	
Dominion No. 13	15 847	
Dominion No. 14	20 013	
Dominion No. 15	12 698	
Dominion No. 16	22 13 608	
313 983		

Shipments Oct.	1916	294 708
Shipments "	1915	433 870
Decrease "	1916	139 102
Shipments 10 mos.	1916	3 196 547
" "	1915	3 543 889
Decrease 10 "	1916	347 342

—SPRINGHILL.—

Shipments Oct.	1916	21 803
" "	1915	27 470
Decrease "	1916	5 607
Shipments 10 mos.	1916	235 201
" "	1915	277 365
Decrease 10 "	1916	42 164

—NOVA SCOTIA STEEL & COAL CO.—

Shipments Oct.	1916	50 251
" "	1915	58 469
Decrease "	1916	8 218
Shipments 10 mos.	1916	462 561
" "	1915	475 810
Decrease 10 "	1916	13 249

—ACADIA COAL CO.—

Shipments Oct.	1916	29 667
" "	1915	29 844
Decrease "	1916	177
Shipments 10 mos.	1916	292 100
" "	1915	233 838
Increase 10 "	1916	58 262

—INTERCOLONIAL COAL CO.—

Shipments Oct.	1916	9 060
" "	1915	14 894
Decrease "	1916	5 834
Shipments 10 mos.	1916	91 701
" "	1915	135 156
Decrease 10 "	1916	43 455

—INVERNESS RY. & COAL CO.—

Output Oct.	1916	24 834
" "	1915	27 179
Decrease "	1916	2 345
Output 10 mos.	1916	222 929
" "	1915	192 032
Increase 10 "	1916	30 897

THE NEW GERMANY.

(By former Berlin Correspondent of C. World.)

We have begun to deal with a Germany which has travelled far from the old days of two years ago. What solitary hope or ambition of theirs has yet been gratified? Not one. We remember the victorious rush to the Marne and the mad yells of triumph from Berlin. "Before the leaves begin to fall we shall return with our helmets garlanded with oak," was what the Kaiser said in that fatal September of 1914. "We shall soon count for French's contemptible little army" was another of his bragging utterances. "Let us strive to occupy that part of the front where the Briton stands against us, and where we shall be able to show him the feelings we entertain for his rapacious greed" was what the Crown Prince of Bavaria said to his troops. And now? The correspondent of the Berliner Tageblatt on the Somme fills his columns with veiled criticism of inadequate efforts to stem the onward push of the enemy. He dilates on the sufferings of the men in the trenches, who have been met with artillery superior to their own and with a courage and dash which carry all before them. The chief of the general staff, General von Falkenhayn, warns divisional generals to be sparing of their ammunition, and General von Armin, of the Fourth Army Corps, pays tributes to the British forces and their valour and to the excellence of their equipment, which when they are read in Germany will depress the heart of the people far more than the destructive criticism which he offers of the inadequacy and inferiority of their own efforts. Or takes those utterances of the Crown Prince to which I have already alluded. We can hardly believe that these whinnings to the American journalist, these futile blasphemies about the Book which says that where treasure is, there will your heart be also, come from the same mouth which in time past was accustomed to employ the bravado of a vulgar swashbuckler.

Not a hope nor an ambition fulfilled! The attack on Verdun was to have annihilated the French army, to have bled the country white, to have opened another route to Paris. The fall of the fortress was inevitable. What a number of things have been prophesied as inevitable! Not so long ago we were told by the united German Press that the power of England on the Nile was tottering to its fall, that armies of Germans, with their Turkish "blood-brothers," were advancing on the Suez Canal. The comic journals displayed amusing pictures of British troops in the uniform of Highlanders in wild flight from the Pyramids. Another unfulfilled dream! And it is the same wherever we look. Russia was to be forced back to Petrograd, Kieff and Odessa, back to the "original Asiatic home" of the Muscovite. That was a terrible blow when early in June Brusiloff began to move. No more visions of victory come from the East. It is no longer *Ex oriente lux*—only darkness comes from that quarter. Rumania has jumped into the arena, and another hope has fallen flat. Greece might have saved the situation in the Balkans, but Greece is "now prone at the feet of the despoiler." Wherever the despairing Teuton now

turns he cannot but see victory rising over the achievements of his enemies, and it is this which explains all his rancorous controversies at home, all his whirling outcry for frightfulness, as well as all his despairing pleas for peace. We shall listen to these please when our purpose has been utterly accomplished, not before.

A CANADIAN AIRMAN.

Another young airman in France who has done remarkable things is Lieutenant Ernest Hicks, who has just received the Military Cross. He brought down two enemy machines and drove back over the lines three others. On one occasion he came down to 800 feet and bombed trains.

Lieutenant Hicks is a Canadian, and it is barely four months since he made his first flight. He came over with the Princess Patricia's Regiment, and was wounded in the great Ypres battle. When he recovered he was transferred to the Flying Corps, and he has done a great variety of service. Besides cool nerves, great daring, and rare judgment, he has a gift for mechanics.

His last experience shows the sort of risks all these lads have to face every other day. About twenty miles behind the German lines he engaged two enemy machines, and in the worry he "forgot Archie" and did not dodge, and a big piece of shrapnel pierced his tank and the exhaust caught fire. He hustled home as hard as he could, expecting every moment his machine would go "fluff" and his moment would come. But he held on, although partly blinded, and by great luck got a glimpse of a wood he knew, and made a lucky landing, tearing his burning clothes from him.

There was tremendous luck in this escape, but what iron nerve and spirit of steel to have carried on and won through! Many of our airmen have been in such inconceivable straits as these and carried on. After the war no one will have the foolishness to go to Troy or Agincourt or Dumas' novels when they want to speak of heroes.

Business men have begun to see that it is good business as well as sound humanity to appoint welfare supervisors in their works, said Mr. Seebohm Rowntree at Holborn. By making the employees happy and contented, and removing causes of friction, welfare supervisors tend to create a healthy atmosphere that makes for greater efficiency and output. Employers take great care of their machines, but hitherto many of them have neglected the far more delicate human organisms who tended those machines.

PROHIBITION PROHIBITS.

Mr. Donald Maclean, M. P., presiding at a meeting of the British Alliance, said he agreed that the work of the Liquor Control Board had been fruitful and of good effect. From figures supplied to him by the Home Secretary he gathered that 14 out of 56 local prisons in England and Wales had been closed since the war began, besides two wings of great prisons, one inebriate reformatory, and one Borstal institution. He admitted that other causes had operated, but the prison commissioners themselves placed almost in the forefront of the reasons for the closing of those prisons the diminution of the opportunities for the consumption of alcoholic liquor.

GOOD PEOPLE A MAJORITY.

"During my years of office I have been impressed most by the immense number of good people in the world," said Sir Charles Wakefield, the retiring Lord Mayor, at a city meeting. "I have found more gold than dross, more flowers than weeds, more saints than sinners."

FAVOR SUMMER TIME.

The Court of Common Council of the City of London adopted a resolution affirming the benefits of the Summer Time Act, and asking for its reintroduction next year.

THE DAY OF PEACE.

"The day of the return of our victorious fighters—oh, what a day that day will be! I never longed so much to live for anything as to live to that day. Oh, the rapture, and the rest, and the thankfulness, and the gladness that will fill every heart!"

A leading brewer in Oregon saw that prohibition was coming. He believed in the future of fruit juices, and before the prohibition law went into effect he stopped making beer and equipped his three brewery plants to make "loju," the juice of loganberries, and "appleju," the juice of apples. The public liked the new drinks, and the three breweries are said to be running, at full capacity in producing them and to be employing more men than formerly.

At Guildford it was necessary to amputate the leg of a soldier, but the doctors hesitated because of his low vitality. Two local policemen, informed of this, offered to undergo an operation for the transfusion of blood. They decided by tossing a coin who should give his blood to the wounded soldier. Both the transfusion and the amputation were successful.

A lady has been appointed manager of one of the branches of the London City and Midland Bank.

SOME IRONY.

An Englishman, while passing along the main street in a small town in Maine, stepped in a hole in the sidewalk, and, falling, broke his leg. He brought suit against the city for \$1,000 and engaged Hannibal Hamlin for counsel. Hamlin won his case, but the city appealed to the supreme court. Here also the decision was for Hamlin's client.

After settling up the claim, Hamlin sent for his client and handed him \$1.

"What's this?" asked the Englishman.
"That's your damages, after taking out my fee, the cost of appeal and several other expenses," said Hamlin.

The Englishman looked at the dollar and then at Hamlin. "What's the matter with this?" he asked, "is it bad?"

(Continued from page 7)

of epistolary entanglement. Yet in a few moments the seeming confusion clears. Military discipline and order regulate everything. There are no loose ends. The pattern is complete. The precision and the rapidity with which everything is carried through is astonishing, and reflects the greatest credit upon the minds which direct this gigantic enterprise. The bags arriving from everywhere are immediately opened, their contents examined and classified. The vast area of the one-story post office is divided into clearly-marked sections. The general locality is first of all indicated. Australia has one section, New Zealand another, Canada another. Here the mails for the Egyptian expeditionary force are dealt with; there those for Salonica; yonder those for Mesopotamia, and, again, those for France. Then the sub-divisions begin. Enormous letters indicate, in which further section the parcels should be placed. Open bags are placed on each section, and into these the appropriate parcels are dropped. For every unit on active service a bag is provided. The battalion, the regiment, the battery, the company; whether for R. A. M. C., field ambulance, A. S. C., engineers, gunner, rifleman, or what not—all is marked with the utmost distinctness. Little by little, by a double process of selection and elimination, the identity of the addressee of the parcel is arrived at, and in an amazingly short space of time he receives upon the battlefield or at the base or in hospital the gift designed for him. It is a miracle of system and of rapid despatch.

The marvel is increased when it is remembered that incessant changes are continually in progress at the front. Units are moved, and the address given by a boy today may not be his address in a week's time. Yet there is little or no delay in delivery even in these circumstances, since the telegraph continually keeps the authorities apprised of all changes in the locale of the units. It is the unit which is aimed at from this side; all details are completed on the other.

Two or three departments of this military post office are peculiarly fascinating. One is the repacking department, where parcels which arrive in a

broken condition are freshly done up before being despatched to the unit. So great is the carelessness of senders, that no less than three thousand parcels per day have to be repacked before they can be sent forward. Great numbers of people apparently have no idea how to pack a parcel securely for the post. There are defects in the enveloping paper, which is sometimes so thin that it bursts asunder. In other cases hoot boxes are used, which in their turn are easily broken. It is little wonder that the contents of many boxes are reported as missing; the marvel is that the number of such is not infinitely greater than it is. For all that, I am glad to have seen some of these broken boxes. Their spilled contents, never intended for the eyes of strangers, bear eloquent testimony to humble loving care and thought on the part of the poor. For nearly all these imperfectly packed parcels have evidently come from poor people. The handwriting and the contents of the parcels betray the fact. Here, for example, in one scattered parcel, slenderly held together by the remnants of a piece of string, I noted a tin of condensed milk, a jar of jam, a few cigarettes, half a dozen tarts (the jam of which was distributed over the milk tin and the cigarettes), a few unripe apples and pears, a box of pills and a lead pencil roughly sharpened by the uncertain hands of a child; no doubt about that, it was a child's sharpening. The simple humanity of the picture touched me. Can anyone doubt that the contents of this too frail box represented the contribution of a poor family? The wife, God bless her, was responsible, I am certain, for the tarts—they were her own make. And I can easily visualise the contributor of the apples and the pears—a boy who gauged his father's appetite by his own; and the pencil, badly cut, chewed at the other end and well sneaked—that came from the school-boy, who included in the family box "what he could." I am not far astray in delineating the little family responsible for this broken parcel. "A parcel—broken," says the clerk. "An offering of the heart—simple and genuine," say I.

There is some humor also in these broken parcels. The staff, at least, thought so when one day they found in the assortment a fine piece of salt beef entirely detached from the paper in which it had been wrapped, but still retaining around it the string which had been used for tying up the parcel.

Naturally I was attracted to the Australian section of the post office. Here was no problem of packed parcels. Each bundle was carefully wrapped in stout canvas from which the contents could not escape. Right across the seas, all those thousands of miles, had come cakes, tobacco, tea and numerous other commodities designed for the Anzacs in France and other places in Europe and Asia. A touch of pathos belonged to this collection. Here were parcels which had been sent on to Cairo to men who were no longer there, then forwarded to France again to miss their owners, and finally to arrive at this London base to be readressed to the men elsewhere, or, worst of all, to be returned to Australia, the lads having been killed in action. If these parcels could speak!

One department is marked with the single word "Blind." It has no reference to blasted vision. It is the corner where uncertain or insufficient addresses are scrutinised and, if possible, rectified. And it is surprising how many of these there are!

A HINT TO PARENTS.

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

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Synopsis of Coal Mines Regulations.

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

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

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

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

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

The lease will include the coal mining rights only, rescinded by Chap. 27 of 4-5 George V. assented to 12th June, 1914.

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

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

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Concerning the 'Record'

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

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

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