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136
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Maritime Mining Record

Feb. 28 1912

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Fig 2. HAULING



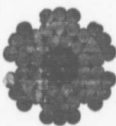
Lang's Lay Ropes.



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

Fig 11. CRANE, &c.



Fig 15 a



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Fig 20



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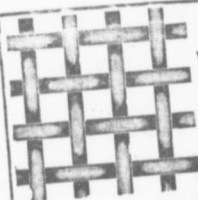
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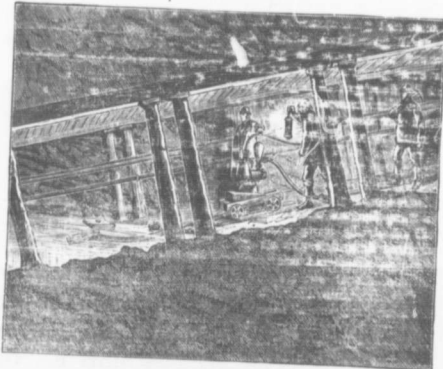
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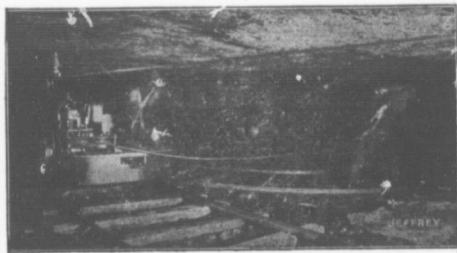
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As illustrated in cut, the locomotive stands on the entry, while the cable is carried into the room and attached to the car by the trip rider at whose signal the motorman starts the cable drum and pulls the car from the room out onto the entry.

It is especially efficient in pulling the loaded cars from rooms which are being driven to the dip on steep grades, where it would be difficult for locomotive to enter the room and perform efficient work. In rooms where the track is practically level, empties can be easily pushed into the rooms, in which case the locomotive is required only for pulling out the loaded cars.

Following catalogs will be of interest to every mine owner or operator:

Electric Crab Locomotives, No. 15.

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(7-2-12)

The....

MARITIME MINING RECORD

Vol. 14, No. 16. Stellarton N. S., Feb. 28th. 1912. New Series

RESCUE APPARATUS.

PAPER READ BY MR. JAMES McMAHON,
SOUTH CAPE BRETON MINING SOCIETY.

In making an investigation of the work done at the Mines Bureau of Pittsburg, Pa., I concentrated my efforts mainly upon gathering information as to the experience of the Rescue and First Aid Departments, and, while I did not lose any opportunity of getting knowledge of what is being done by other Departments, to appreciate and carry away a proper sense of the different lines of work in all the Departments would require much more time than I could give.

In Rescue work the Department have found the way well prepared for them, as the various types of rescue apparatus in general use had been already perfected and in use over widely distributed areas both in Europe and America. They therefore started out on accepted lines to train men in the use of the apparatus at the Arsenal, Pittsburg, and from there sent out men to act as engineers and foremen of other rescue stations scattered throughout the States from Washington, D. C., to Seattle, Washington. The Bureau now has attached to the Rescue Department several men who are in readiness to answer any call at any time. They are all experienced mining men of good character, sound physically, and of even, unexcitable temperament, and steady habits of life. In watching their performances and studying them at close range, I found them much as the average mining man in Cape Breton and elsewhere, whilst there was evidence of earnest enthusiasm in their work and a generous disposition to share their knowledge with others.

At the Arsenal the equipment is of a very non-descript character. They have the following apparatus:

Draeger type, 1907-10-11. (Six types in all.)

Westphalia, 1907-09-10. (Six types in all.)

Fleuss, renamed the 'Proto', (Two types.)

Aerolith, using liquid air. This has only been added since October 27th., and not tried out yet.

Of the smaller type of apparatus there are the Half-hour Draeger, the One-hour Draeger, and the Hill Self-Rescue Apparatus, also several forms of mechanical air machines like the König, Westphalia, and Bureau.

For charging apparatus using oxygen, hand pumps of the Draeger or Westphalia type are used, and after strict inquiry, I find there is not a motor driven pump in the whole of the States or Canada except our own, so in this matter, as well as in the establishment of the first Rescue Station on this side of the Atlantic, the Dominion Coal Company show

the way.

They have a large number of Palmotors and they also have several Bratt resuscitators.

Miscellaneous equipment comprises telephone sets and cables wound on drums for communication underground; ropes for exploring parties; horns for the leader of the party; electric lamps of the H. B. S. D., Draeger, and Hirsch types.

The training chamber is of the usual type, with means of exercising the men and putting them through drills involving timber-setting, brick-laying, building of stoppings, tramming, sawing timber, climbing and carrying men and material over over-cast, weight lifting and all the various contrivances used to keep men actively engaged. Instead of smoke or sulphur they now use formaldehyde and permanganate of potash to produce unbreathable conditions in the chamber. This has the advantage of not deteriorating the apparatus by corrosive fumes of smoke.

In many ways the Arsenal, at Pittsburg, compares unfavorably with a modern rescue station. The buildings once formed part of the military establishment and were given to the Mines Department to start its experimental work in. They are most unsuitable for the work of training, etc., and the wonder is that so much has been accomplished under present conditions.

In the training of men they also follow the lines of well-established usage, though the time taken for complete training is much less than I consider necessary. They try to compress into a week or ten days the training that would be better carried over three months, and only suggest that a man should present himself once in every six months for renewed training. This should be compulsory to be of any value. The recruit, after passing successfully all the tests of the Doctor, and training, is given a certificate of efficiency, and a number which is kept on file at the Bureau.

In the matter of efficiency of the various types of apparatus, the Bureau refuses to act in an advisory or critical capacity beyond that necessary to indicate which apparatus has successfully answered their requirements. In this way they assist, with equal solicitude, the claims of Draeger, all types, Westphalia, all types, and Fleuss, leaving to individual opinion to decide upon the apparatus most suitable for individual requirements. The men of the Bureau and the Rescue corps outside are equally divided in sentiment, each one speaking in favor of the type that he likes best or has used most.

The reason for this is that some decided objections have been made against the Department at Washington on the least evidence or suspicion of favoring one type at the expense of the others, and the officials and men are forbidden to say that any one apparatus used by the Bureau is better than any other. Suffice that

it passes the tests of the Bureau and does what is claimed for it. This applies also to lamps, explosives, etc., submitted for tests.

In spite of this the evidence is largely in favor of the Draeger apparatus, as I find there are reputed to be over 900 Draeger, 250 Westphalia, 70 Fleuss in use through the States. This may be largely due to business methods of the agents, but certainly the Draeger leads the way.

Here again opinion differs as to the value of the Draeger types, 1907 as against those of 1910 and 1911. I find that the proportion in existence and use in the U. S. A. is about seven of 1907 types to three of 1910-11, and in the majority of instances the users swear by the type they are used to and will not adopt the newer or other forms.

The result of my own investigations is that for general purposes our own 1907, with the few improvements since made, is as simple and serviceable as any, though the new form of helmet, 1911 type, is a most decided improvement on the old, and the carrying of the pressure gauge on the front instead of back gives greater confidence to the wearer. The Westphalia 1911 type is practically the Draeger. Whilst the Fleuss is as efficient as the two former types, it is much cheaper to use in the matter of cost of charges for practice. The Aerolith, I could not get any first-hand information respecting it and thought it better to reject that which was passed on second hand.

One special feature of rescue work in the U. S. A. adopted by the Federal Bureau, the States, and some of the larger companies like our own whose operations cover a large area, is the use of the Mines Rescue Car. These are Colonists cars of the class met with on the Intercolonial Railway as second class with the drop bunks at the roof. The whole of the space from one platform inwards for about 30 ft. is cleared and devoted to workshop purposes, the rest is arranged for kitchen, toilet, extra bunks, or stores. I append a rough sketch of ground plan of the cars I examined and enumerate the equipment and staff carried. The Bureau has now eight of these cars on the road, or attached to rescue stations in different States, and several are fitted out and used for similar purposes by some of the larger companies. These cars carry only one type of apparatus aboard, generally about eight sets. They carry likewise from 800 to 1,000 cubic feet of oxygen in Store Bottles, 4 sets Pulmotors, 12 electric hand lamps, Recharging Board (lamp), Hand Pump for oxygen; Length of rope for life line in smoke; Portable telephone sets and cable on drum with relays; oxygen stretcher on wheels; four stretchers (army pattern); six First Aid boxes, similar to Johnsons; Water Gauge; six Wolf Safety Lamps; Tools, as many and varied as possible; Hall's Self-Rescue Apparatus; Konig, or other type of smoke helmet; pump and hose; a desk telephone and means of readily connecting up to the local system; Transformer and means of connecting up to local electric light supply for charging lamps and lighting car; as many extra stores and parts as experience dictates, and distance from nearest source of supply makes necessary. The crew attached to a car are from 4 to 6 in number under the charge of, and rendering strict obedience to a Foreman or Engineer who is an experienced miner, as well as accomplished in Rescue work and First Aid. All men are now required to be competent for First Aid as well as for Rescue work. In the past, though not so much now, these cars were used for propaganda and training work, in some of the more remote mining camps, but the Bur-

eau endeavors to persuade the complete training at the Rescue Station be taken. The crew of the car are paid: The Foreman \$125.00 and expenses. Assistants start at \$100.00 per month and increase \$5.00 per month per year, also with expenses. They are required to live in a house adjacent to the Station and must have a telephone installed. They are required to obtain leave of absence at any time, and to have their whereabouts at any time well indicated to their Foreman. The physical appearance of the crew is a very irregular one, but on the whole the short, stocky type, seems to be most in evidence, probably because this type is most pronounced through the coal regions.

By careful enquiry I found that the officials had met the same weaknesses and difficulties in handling and training that I had experienced, and seem to have not bothered themselves when a weakness developed in the apparatus but bought another and scrapped the old. Some of the companies, however, religiously stick to original apparatus, and send them up for overhauling and repair.

In the matter of changes, since the work began in Cape Breton, several minor alterations have taken place which have added to the efficiency and mobility of the 1907 type. These include the newer style of side pipe, the newer form of rubber lining and method of attachment, also means of attaching the valve to rubber hand pump, changes in form and efficiency of accumulators for lamps, the Pulmotor itself and probably some others that I have not come across.

Summing up the results of my investigations into the field of Rescue work, I must confess that I see no marked advance in the methods of the U. S. A. Bureau over those used in Glace Bay, except in the matter of surgical examination of men before using the apparatus, and again in the adoption of the Mine Rescue Car. In the case of the men connected with the Dom. Coal Co. Rescue work, they, being a purely voluntary organization, it was not deemed advisable to impose any surgical test; the matter of a man's fitness for the work was left to his own disposition towards it, and the judgment of the Instructor, on his showing through the tests imposed, but I firmly believe that the time has now arrived when we should dispense with any haphazard method, and have all men certified.

I much question if the present form of Draeger is likely to give the same satisfaction as the 1907 type. The necessity for renewing a mans charges of oxygen and Regenerator whilst at work seldom arises, as most men have had enough at the end of two hours work. If the 1907 type be somewhat modified and provided with a gauge at front, it will be found as good and useful as any. In any case where our type of apparatus has been installed I think it better to stick to it, and not mind types as this may lead to confusion.

Rescue Foremen generally, outside the Mines Bureau, agreed with me on the difficulty experienced in ensuring each mine being represented by men from each shift, so that in the event of trouble there would always be some trained men available who knew the mine. Cases have occurred in the States where all the trained men were in the mine at the time of trouble, and so no one could be readily obtained to lead the way. When our own rules were drawn up three and a half years ago, a provision was made that this should not occur, but I think when selecting men for training, this important point is lost sight of by our own people.

With regard to the Pulmotor as a mechanical aid in Rescue work, its construction and action are the

(Continued on page 18.)

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.

Feb. 28 1912

The increase in imports into Canada in 1911 of anthracite coal alone was some 486,000 long tons, or just a few tons under the increased sales of Nova Scotia coal for the same period. But that is a mere bagatelle compared with the increased imports of American bituminous coal. Roughly in long tons, the imports of American bituminous coal in 1910 were 6,882,000 tons against 9,644,000 tons in 1911. Here we have an increase of some 2,762,000 tons in one year, an increase equal to more than half of the total sales of Nova Scotia coal. The imports of American bituminous alone are nearly twice greater than the total sales of Nova Scotia coal. A stranger reading these figures would conclude that Nova Scotia had either a limited supply of coal, or that the coal was unsuitable for general purposes. There are some who profess to be quite satisfied at the progress Nova Scotia is making in the development of her coal trade. The RECORD may have almost been satisfied at one time, say fifteen years ago, but is now far from satisfied, in face of the figures demonstrating the tremendous output in the U. S., and the simply appalling increase in imports from the United States. More and more are we being possessed with the thought that Nova Scotia is not securing a fair deal. Canada deals too gently with our neighbors. Canada gives the Americans concessions that the Americans would not grant to Canadians. If it were asked that they do as they were being done by they would laugh in our face. Canada permits American coal to be stored in bond, that is, dumped on the piers and in sheds, there to remain until some ocean steamer needs a supply of bunker, when it is taken up, without payment of any duty. Suppose Canada asked the United States to permit Nova Scotia coal to be landed duty free, and placed supposedly in bond until required by Canadian or other steamships. Would it be granted. It would not. And in the matter of bunker at Lake ports equal justice is not done. A Canadian boat touching only at Canadian ports has to purchase duty paid coal, while the boats touching at an American port get all coal needed duty free. There are many matters in connection with coal imports that need to be rectified.

THE ALLAN SHAFTS.

Rather an alarming account of an alleged fire in the Allan Shafts of the Aeadia Coal Co. appeared in last Saturday's Morning Chronicle. It is rather inexplicable how the Chronicle so

unflinchingly alleges there is fire when none of the officials are disposed to admit it. For a certainty none of the officials have discovered fire in the mine. What, in the opinion of the RECORD, was quite a trivial occurrence, gave occasion for a thousand and one rumors, some of the most lurid hue. So far as the RECORD can ascertain neither was fire seen or is there apprehension of fire. The story simply told is as follows. A week or ten days before Mr. Evans, the General Manager, came to occupy the position a peculiar smell was detected in the air-way in the south, or, perhaps, more correctly, the west section of the pit. What this smell could be attributed to baffled, owing to its peculiarity, the officials and experienced workmen. The smell was traced to near where a fall had occurred, and a stopping was put in and for days after the smell was less pronounced. The smell, when first encountered, partook of that of benzine, and yet, not altogether like that. It partook then of an oily smell, to put it shortly. The later smell did not partake so much of that of benzine, but was as unrecognizable as ever. Until it could be better determined the precise spot whence the smell actually proceeded from, and from what substance or material it was thrown off, the management decided to seal off the places, contiguous to the supposed place, from which the exudation came. Some changes will be effected in the air courses, and that accomplished, the stoppings will be removed, and work proceed as formerly. The output of the shafts will be curtailed for a short time. Meanwhile the remaining working places are fully manned, and the workers experience no sense of danger. It is too bad that the new manager should have had an unexpected gas problem presented to him before his initiation had actually begun. The RECORD is favorably disposed toward the new manager and will be surprised if he does not, in conjunction with his staff, put a new face on things in a very short time.

The speech from the provincial throne expressed satisfaction that there had been no labor troubles at the mines during 1911, and that the prospects were all for peace. The speech however omitted to make reference to the part played by the RECORD in making abortive the attempts of the U. M. W. to fasten themselves on the mine workers of Nova Scotia. Had they not been knocked out and under, the probability is that peace prospects could not have been so cheerfully referred to. The U. M. W. and its methods may be suitable for the United States where a very large portion of the workers at the mines, is composed of the discontented of all countries, but wholly unsuitable for Nova Scotia, whose inhabitants are a law loving and a law abiding people, and who abhor bombs and other brutal methods of securing redress from wrongs redressed. The Minister of Labor, at OTTAWA, was asked the other day to say whether he would favor the P. W. A. as against the U. M. W. He evaded the question. The Dept. of Mines of N. S. is much more interested in such a question than is any federal minister, so, in view of the satis-

faction expressed at the prevailing peace, it might be well to ask the Premier of the Province and the Commissioner of Mines if it is their intention to endeavor to make the present peace permanent by insisting that any alien order before doing business in Nova Scotia must be incorporated according to the law of Nova Scotia, just as our own P. W. A. is.

a nice visit with Sir. D. D. Mann and Lady Mann a month ago on their way North from California. He is recovering from the effects of the operation and is nearly as well as ever. . . . My lum is still reeking and doing well too. Hope yours is doing as well or better if possible. Don't forget to keep on sending me your paper. I enjoy it for the good horse sense it always contains."

The provincial legislative programme for the present session includes the abolition of the present Board of Examiners for granting certificates to candidates for positions in the coal mines, and the substitution of a new board. It is satisfactory to know that the government is at last moving in such direction. Years ago it was pointed out in these columns that the composition of the board was unsatisfactory and not in accordance even with statute. Besides written there, perhaps, should be oral answers to questions. No doubt, in some cases the success of candidates was due to a system of cramming. Whether candidates had the "pith of the matter" in them no steps were taken to ascertain. Questions at times can be answered by rule, the while the candidate does not fully understand why the rule applies. It should not be a difficult matter to organize a Board against which the charge of partiality could not lie. The examiners should not know the names of the writers of the papers until after the awards had been made.

While the stand taken by the RECORD, on the U. M. W. has alienated a few, it has made its old friends stauncher than ever, as witness voices from far and near:

"Do you know when I commenced taking your paper" asked Geo. Hale of Westville, and answering his own question, said, "Thirty-two years ago. And Donald Nicholson of Port Morien makes a similar statement.

Scott, a New Aberdonian, says: "Must have the RECORD at all costs."

And Rogers, another New Aberdonian, says: "I consider the RECORD the most reliable paper in Nova Scotia, indeed in Canada."

McDonald of Bridgeport, one of a numerous clan writes: "Remind me occasionally; inclined to forget. Find full amount. Don't grudge it a bit"

A Springhill veteran of the late seventies from Victoria, B. C.: "Find express order. I am glad the P. W. A. keeps clear of the American dynamiters, who make trouble wherever they go."

Many of the friends of Mr. J. L. Brass, formerly General Manager of the Inverness mines, will be glad to learn from the following extract received by the editor, not marked private, that he is well and successful: ". . . Find postal order. I sincerely hope it finds you and yours in the full enjoyment of good health and happiness. When your bill reached me it caused me to think of the hard winters in Nova Scotia as compared with this country of Southern California, at this season, with the oranges ripe on the trees, the flowers in bloom, and the beaches full of people enjoying sea bathing in the warm sunshine. Up North in the State of Washington we have a good deal of rain and cold weather, so I simply ran off for a month or so to enjoy the change and it is certainly very agreeable. I had

Coal Shipments January, 1912.

—DOMINION COAL CO., LTD.—

Output and Shipments for January 1912.

	—Output—	—Shipments—
Dominion No. 1	49 217	
Dominion No. 2	51 365	
Dominion No. 3	8 361	
Dominion No. 4	33 070	
Dominion No. 5	19 229	
Dominion No. 6	12 337	
Dominion No. 7	12 485	
Dominion No. 8	10 919	186 340
Dominion No. 9	27 162	
Dominion No. 10	12 391	
Dominion No. 12	21 654	
Dominion No. 14	12 091	
Dominion No. 15	5 681	
Dominion No. 16	4 127	
Dominion No. 21	1 411	
Dominion No. 22	197	
	281 007	

Shipments	Jan.	1912	186 340
Shipments	"	1911	200 921
Decrease	"	1912	14 581

—SPRINGHILL.—

Shipments	Jan'y	1912	28 732
"	"	1911	6 619
Increase	"	1912	22 113

—INVERNESS RY & COAL CO.—

Shipments	Jan'y	1912	22 679
"	"	1911	19 476
Increase	"	1912	3 203

—ACADIA COAL CO.—

Shipments	Jan'y.	1912	30 964
"	"	1911	30 247
Increase	"	1912	717

—NOVA SCOTIA STEEL & COAL CO., LTD.

Shipments	Jan'y.	1912	43 196
"	"	1911	32 281
Increase	"	1911	10 915

—INTERCOLONIAL COAL CO.—

Shipments	Jan'y.	1912	17 572
"	"	1911	20 775
Decrease	"	1912	3 203

AROUND THE COLLIERIES.

The number of business places in the New Waterford district amount in all to seventy-five.

The new haulage house at No. 14 Colliery is ready and work on the installation of an electric hoist is proceeding.

Grand Secretary Moffatt was in Halifax last week on the case of the Grand Council vs Pioneer lodge. Judgement was reserved.

The combined output of the Lingan district amounts to 3000 tons daily, but this will be largely exceeded when the shipping season opens.

A steel frame bankhouse approach to No. 14 bankhead has just been finished. This is a landing three hundred feet long from which the boxes are taken to the bank by continuously operating car hauls.

The auxiliary electric plant, consisting of 275 k. w. Westinghouse field generator, run by a vertical Robb engine 17 inch. x 25 inch., and to be used in case of accident to the main transmission line, is about ready to start. This plant is situated at No. 15 Colliery.

The remarkable feature about some of the New Waterford collieries is that they were equipped for an average output of about 1200 tons per day, but we learn that this will be surpassed next summer by No. 12 and possibly No. 14 Collieries.

The deeps of Dominion No. 12 and 14 are down a distance of 3400 and 2800 feet respectively. To prevent accidents and delays from stone falling on the slope, the loose stone is being dropped until the hard strata is reached.

The cold weather prevailing since the 1st. of Jan. while favorable to a large consumption of coal has been a handicap to the iron and steel business. With the milder weather soon due it is expected there will be an increased demand for many kinds of steel products at better prices.

No. 15 deeps are down about 2200 feet. All the permanent buildings except the warehouse have been erected. The new bankhead is well underway and should be completed about the opening of navigation. A temporary screening plant for screening the bank coal has been built on the old bank-head used for development work in the early stages of the opening up of the mine.

Dominion No. 16 Colliery may have an output of 600 tons by the middle of May. This is remarkable as work on the Colliery only began on Feb. 17th. 1911. The slopes are down a distance of over 1500 ft., with an angle of about 20 degrees. As yet there are no permanent surface buildings at this Colliery and a temporary screen has been erected to take care of the coal.

In drawing pillars in the Dominion Collieries, where gas is found or strongly suspected, the use of explosives is prohibited by the Company and the mall and wedge used in getting coal.

The Dominion and the Nova Scotia Collieries had a better month in February and were not interfered with so much by weather conditions. Work will do about keep good for the rest of the year.

John C. Nicholson, of Dominion, an official of the Dominion Coal Co., was married last week and left to go for some time. John is popular in the place, being for years mining Instructor. His friends wish him happiness in his new life.

Imports of American coal into Montreal for Dec. last were of Anthracite 76,187, of bituminous coal 23,596, and of bituminous dust, 21,846. The total imports into Quebec and points east, of the two kinds of coal, were 138,416 tons, for Dec. 1911.

Four of the directors of the Aclalia Coal Co'y visited the collieries last week. The main purpose of the visit was to place themselves in a position to be able to give a comprehensive report of the progress being made, to the meeting of company held this week.

The main haulage roads are being put in at Dominion No. 21 and good progress is being made on the surface plant. The back slope of Dominion No. 22 is down 150 feet. The coal looks good and there is no falling stone in the slope. It can be kept up with timber. The coal is 5 foot 6 inches thick.

The Italian Co-operative Store at No. 14 is well underway and a similar one will be erected at No. 12. These stores will be run on the same plan as that of Dominion No. 1. They tend to promote thrift among the members. When these stores are completed, there will be in all nine co-operative stores at the Dominion Collieries.

The net increase in shipments of the larger coal companies Jan'y 1911, over Jan'y 1910 was 6059 tons. The net increase for Jan'y 1912 over Jan'y 1911 is 12,938, so, notwithstanding the severe weather, Jan'y of this year has done better than Jan'y of last. The complaint of some of the coal companies is that they cannot get cars. In three of the coal producing districts there were increases and in three decreases, in Jan'y of this year.

A power plant capable of supplying power to the whole of the New Waterford district is being erected at New Waterford Lake, and consists of 500 h. p. boilers and two 2000 k. w. generators. Building is 60 x 80 feet. It is much larger than stated by us some time ago, but it is being built with a view to providing all the electric power for the district, so that if necessary the power now being supplied from No. 2 Colliery can be applied to other parts of the Dominion Collieries.

AROUND THE COLIERIES.

The locomotive shed of brick, to take care of the engines for the Lingan district, is completed and giving shelter and affording a suitable place for repairs to the locomotives of that district.

Grand Master, S. B. McNeil spent a week in Inverness. The P. W. A. members there were highly pleased to meet him and he met many old friends and young ones too who welcomed him in their mining town.

The output of the Dominion Coal Co., C B for the first two months of this year is 50,000 tons ahead of 1911. The Cumberland District also shows an increase of 50,000 tons for the first two months over last year.

The Draeger house for the Lingan district has been completed and the apparatus ordered. The station is under the charge of Mr. McMahon of the No. 2 station. The equipment will be sufficient to take care of the whole district. The training of men will begin just as soon as the outfits arrive.

Open air skating rinks were quite a fad in Cape Breton this winter. The Dominion Coal Co. lighted up the reservoir at No. 12 for the use of the boys and girls of the place, and also of the hockey team. To extend this custom to other collieries not in close proximity to an indoor rink would be an act well received by the young people of such collieries.

Experiments have been made lately in No. 6 Colliery with a new machine known as the short wall or room chain machine made by the Sultvan Machine Co. The first trial was unsatisfactory but afterwards changes were made with better results. The machine cuts under a band of splint which falls or can be taken down and cast aside, to prevent it being sent up with the coal. This is a great advantage and will greatly help in improving the quality of coal from No. 6 Colliery.

George W. Grenwell of Sydney Mines writes:—"In your issue of the 14th. inst. I notice an item dealing with the Draeger Apparatus and the training of officials and workmen by some of the Companies who use this system. Speaking for the Nova Scotia Steel and Coal Co.'s Sydney Mines, I am in a position to say that they have one of the finest and most up-to-date systems on this side of the Atlantic. They do not confine the training to officials, as your item would have the public believe, but train regularly a number of selected, competent workmen from each of their five collieries as well as all officials from each colliery. The apparatus is so arranged that it could be placed at any of the collieries at a moment's notice." (The correspondent who sent the item taken exception to, drew a wrong inference, no doubt, from the circular issued by the Company to its mine officials. The efforts of the "Scotia" people are worthy of all commendation.—*EN. MINING RECORD.*)

The Dominion Coal Company's three story hotel, situated near to No. 14 Colliery, will be ready for occupancy within a month. The building is receiving its second coat of paint. The large number of single men, working in the district, necessitates the erection of such a building.

Besides the purchase of ten sets of apparatus for rescue work in the Lingan district, ten sets will be purchased for Springhill. No training station has yet been erected at the Springhill collieries but it is the intention of the Company to erect one in the early Spring. In addition to the rescue apparatus, three pulmotors are being purchased for use in the different districts of the Dominion Collieries. The pulmotor is used as a mechanical aid to restore breathing of persons shocked by electricity, overcome by gas, or suffocated by water filling the lungs, or other cases where life may not be quite extinct. Its construction is as near that of the human lung as can be made and when in use supplies the necessary amount of oxygen that the lung requires without destroying or injuring the delicate tissues of the lung. The full equipment of these rescue stations by the Dominion Coal Co. is creditable to it, fully demonstrating the desire to keep in the front rank of the mining companies of this Continent, and to provide everything necessary to protect life and restore it when but a small spark may be left.

THE FORWARD TREAD.

The following by Sylvester Horne, M. P., who is a non-conformist clergyman, does not directly refer to mining, but as colliery managers, superintendents and workers generally, are men, it is given without compunction. It was addressed to workmen and makes good reading. Mr. Horne, though a radical, is far from being a Socialist of the Cape Breton or the young unfledged clergyman order:

"Already many people in the press and on the platform have painted the prospective history of 1912 in lurid colours. From the gloomy Dean to Miss Marie Corelli there has been a chorus of voices chanting a dismal dirge in a minor key to the most funereal words ever composed in moods of hysteria by the inferior modern mimics of the Prophet Jeremiah. The most prolific sect in England at the present moment would seem to be the sect of those who cry out before they are hurt. They tell us we are all wrong. Religion is dead, morality is dead, the home is dead, the Sunday is dead—and the Empire would be dead by now if they had not been alive to save it; and they are not feeling very well; and if anything happened to them, civilization would be submerged, and we should all degenerate until once again our tails began to sprout, and we returned to our ancestral condition. It is not easy to know what has got on their nerves. Some say it is the Insurance Act, though there is nothing necessarily uncivilized or un-Christian in endeavoring to insure the poorest of the population

against ill health, premature death, or the poverty that results from lack of work. Others say it is the proposal to establish religious equality in Wales; though there is nothing necessarily un-Christian in putting all churches on the same level and in a position of freedom. Others say it is the proposal to reform and extend our franchise; but there is nothing necessarily un-Christian in giving to every one a voice in the affairs of the kingdom of which he is a citizen. All these things may be matters of debate. They may be expedient or inexpedient. They may be palatable to some and unpalatable to others. But why in the name of all the sciences they should be supposed to be subversive of civilization, or antagonistic to the Christian religion, it passes the wit of man to comprehend. Other people have been insured before now, like the Germans—and they survive, and are reported to like it. Other churches have been dis-established like the Church in Ireland, and have by their own confession discovered that what they thought was a poisonous mixture was only a somewhat sharp and pungent tonic, for which they have been better ever since. Other peoples have tried manhood suffrage, like the Americans and the Colonies, and have no disposition to try anything else. These churches and peoples are neither dead nor dying; and there is no reason in the world why that which blessed the Church in Ireland should curse the Church in Wales; or that which has baptized South Africa with new hope should extinguish all hope in Ireland. What, then, is the matter with us? We, of course, give the croakers all credit for croaking sincerely. I do not question the sincerity of the croak; but I want to know what it is all about.

Perhaps the trade figures for 1911 are a clue. We have had a wonderful record year—a year of unexampled and expanding commerce. When we begin to get rich we begin to groan over the difficulty of getting richer. When we wax fat we get indigestion. When we sup too freely we see nightmares. We are like the miser with a house full of valuables who cannot sleep at night for fear that he should lose them and who thinks that all the police would be employed to the best advantage in looking after his particular mansion. So we multiply our navies and armies, and have visions, not only every day, but every other edition, of calling out the Territorials and arming the Boy Scouts. Then comes the endless wrangle of the experts as to who her we have the right guns or the wrong ones, the right powder or the wrong, the right boilers or the wrong ones, the right number of the wrong of Dreadnoughts and super-Dreadnoughts, and I suppose, supreme-Dreadnoughts, of cruisers, and submarines, and torpedo catchers, and aeroplanes, and all the rest of the spring-guns and mantraps whereby we propose to make our property secure, and show to all the world the friendly feelings that we entertain about our neighbours. Meanwhile the croakers croak, and the prophets prophecy our decline and fall, and the one class of people to whom they attribute all the woes that are coming upon us are not the people whose property needs defending, but the people who have no property to depend. These are the people who do the biggest share of the world's hard labour, and have the least share of the world's good things. These are the people whose homes we are now endeavouring to guard, not by Dreadnoughts off our coasts,

but by medical science and nursing skill; to keep the dwellers in them alive if we can till seventy, when a grateful country will demoralise them with the munificent sum of five shillings a week. And these are the people who in 1912 are still unsatisfied and, like Oliver Twist, are actively asking for more. No wonder Deans are gloomy, and the pessimists are shaking their lugubrious heads over these unreasonable 'masses,' who are slowly tramping their way, an infinitely impressive spectacle gathering unity as they advance, and getting into step and marching in time, with their heads erect, and their eyes on the goal of a juster and happier social order for themselves and their children.

Now, if anyone will show me that this is un-Christian, and that it is a throwback to a lower civilisation, I will join the ranks of the reactionaries, and cry with them, 'Woe, Woe to this degenerate age!' But for the life of me I cannot see it. If anyone can show me that there is anything in this that would distress the heart and antagonise the mind of the one and only Authority that I recognise, the Leader and Savior of Humanity, Jesus Christ, then, I repeat, I will return to the Middle Ages, or wherever it is we are expected to retreat to. If anyone can show me that this is incompatible with the spread of human brotherhood, with the close of the long day of caste and class, snobism and privilege, and all the other heads of the hydra-headed monster Selfishness, which we are out to slay, I am prepared to sigh, and wail, and make my moan with the rest.

Oh! I know I'm getting old, and consequently have outgrown the solemn sagacity of youth; my faith in seeming compromises is less exuberant than it used to be. I have read too much history to believe as once was possible in the finality of the decrees even of the most infallible people, or parliaments. I think with Paul this is a race we run, and I think the law of life is a law of moment and change. I think the time comes when little creeds fail because we need larger ones; and small reforms because we need bigger ones.

If these are the visions of advancing age, may I not say:

Grow old along with me,
The best is yet to be!

That delicious person, Mrs. Partington, who was always getting her words mixed up, said she did not consider anyone old until he became an octagon or a centurion, or outlived the use of his factories, or became idiomatic. They are good people, and useful people, who imagine that because we think and talk thus we have lost the use of our 'factories.' There is a type of youth which is the most senile thing I know—youth old in dissipation, old in seamy and shady experiences, old in the spirit that no longer believes in anything or admires anything, old because it is base, and cynical, and man-of-the-worldish, old because it has lost everything that keeps men young—hope, and faith, and love, and enthusiasm, and disinterestedness. From that senile fatuity, miscalled youth, God save us all. If it is the prerogative of youth to sneer and to mock and to practice the airs and manners of boredom, then God carry us out of youth to that better stage where, as Paul says, experience worketh hope, an hope putteth not to shame. We cannot too soon outlive the use of these 'factories.'

They say in the country—Rain before seven, it will clear before eleven.' Many a misty, rainy, depressing morning breaks into a glorious noon. If we have got to have our fit of the blues, let us get it over early and have done with it. Some of us have muddled away long enough in our early years; it is time to taste the summer and the sun.'

(Continued from page 18.)

course of instruction into a period of from 6 to 10 days. At the end of that time each man is presented with a Red Cross button, to wear constantly as a badge, and a First Aid army packet, to be carried about the person regularly during working hours, and a promise is exacted that he will always respond to a call for assistance at any time. Those showing special aptitude for the work, are given every facility to act as instructors to others, being furnished with all the literature necessary to carry on their studies, and make their district a centre for the dissemination of First Aid knowledge. When the services of Doctors are available, they are enlisted to give the course of instruction on the lines outlined by the Mother Society, which always prefers this method, to that of instruction through lay men.

At the Demonstration in Forbes Field Pittsburgh, Pa., before President Taft, and about 20,000 of the public, largely composed of miners, some 300 men gave a splendid exhibition on First Aid work, the result of the work outlined above.

Looking on at the work being performed, and criticising it from the experience gained after some twenty years of First Aid work, I must admit I have rarely seen anything better. Some glaring mistakes were made, but it would be invidious to remark too severely on them in view of the general excellence and enthusiasm shown. I could not help but contrast this with the indifference shown in our own district to this most important work, and feel certain that if a determined effort be made, starting from the top downwards, that we shall soon be able to shew in our mines and steel works, as good, or better results than those attained in the anthracite district round Seranton, Wilkesbarre, and the Lehigh Valley, where they boast that one in fifty of the miners, is a trained First Aid man.

Contrasting the First Aid cabinets used by the Red Cross Society which are put up by Bawer & Black of Chicago, with those in use around our own mines put up by Johnson & Johnson, I found several additions that are worthy and desirable of adoption. These consist of a bottle of aromatic spirits of Ammonia, to replace brandy, a paper drinking cup, packets of ploric acid gauze, for burns and scalds (a most valuable addition) and above all the splendid First Aid packet, which is the best I have ever come across. It is a metallic case about the size and shape of a sardine tin and opens somewhat similarly. It contains two Es-march bandages, six safety pins and a ribbon compress of gauze. This is so folded that the user has no need to touch any part that will come in contact with a wound. The variety of uses that such a packet as the above can be put to, in the hands of a good First Aid man, make it the most valuable of any on the market. I met the agent of Johnson & Johnson at Pittsburgh, and advised him of these differences in their cabinets, and asked him to write as to their ability and readiness to make a change in the composition of contents of those supplied our mines, and thus enable us to keep in line with the most up-to-date methods.

Whilst on this subject of First Aid, I inspected at the Marianna mine of the Pittsburg Buffalo Coal Co., a very decently equipped temporary hospital for injured miners. It consists of a room about 50 ft. by 11 ft., steam heated and well lighted. The furniture and appointments consist of lavatory and bath (slipper and shower), two well appointed beds with rubber covered cushion covers; bottles of oxygen and pulmotor. Store cabinet with full kit of surgical supplies, an instrument cabinet and operating chair, two wash basins and stretchers for transport. This room is kept locked but is in the charge of the bath attendant day and night. At this particular mine there is a village built on model lines under the control of a Board of Health which over looks the sanitary conditions of the houses and surroundings. They try to do most of this work by moral suasion, failing this sterner measures are quickly taken. I obtained a circular card which the Board distributes amongst the villagers and append it to this, as I consider this a most important branch of First Aid work, viz: hygiene, and it will probably offer some suggestions as to hygienic conditions round our own villages.

As I mentioned in the part of the paper dealing with Rescue work, the U. S. A. Bureau insists on all rescue men being trained in First Aid. It is intended to make this a regular part of training at our own Rescue Stations in the future, and we shall thus have from 150 to 200 men who will be in some measure able to do their share.

WHAT YOU CAN DO —

—TO HELP MAKE MARIANNA A CLEAN CITY.

Leaflet distributed by the Pittsburg Buffalo Co. in Marianna:—

1. Take away all the ashes and dirt from your back yard immediately. Send your rubbish to the dumping ground.
2. Clean out your cellars, stables and sheds. Whitewash your cellar walls, fences and hen houses.
3. Burn all rubbish that will burn. Clean your vacant lots and alleyways.
4. Avoid mixing ashes and garbage. This is against the law. You may be fined five dollars.
5. Refrain from throwing old paper, banana or orange skins into the streets.
6. Plant some grass or flower seeds to make your home beautiful. Every house should have a little green grass and a few trees.
7. Keep your yard clean all the time. Dirty yards cause flies, sickness, death. Old tin cans hold water; water breeds mosquitoes. Rotten garbage makes bad air, bad air makes weak bodies, weak bodies make big doctor's bills.

Sickness costs money, suffering and sorrow.

Pure Air and Sunshine prevent sickness.

Put up your windows at night and do not sleep in rooms without fresh air coming in. Night air is not harmful. Persons who live out of doors do not have colds. Frequent colds invite disease. Persons who do not ventilate their homes have colds. Do not have lamps turned down in sleeping-rooms, and never have a pit lamp burning in a bed-room. Gas stoves should always have flue connection as the fumes from the gas are poisonous and cause sickness and death. When you have members of your family sick with contagious diseases, such as typhoid fever, measles, whooping-cough, scarlet fever or any disease for which a card is put on your house, observe the rules of the Board of Health and advice of Health Officer, that you may

protect your neighbor and other members of your family from the disease.

Dirt in the house or yard invites disease. Rats and flies are carriers of disease; therefore, have no filth about for them to feed on. Use the garbage can for all scraps of food and waste matter.

Care of Milk and Food Cooking.

When you buy milk, cool it at once by setting the vessel in a pan of cold water (ice water, if possible) then keep the milk in a cool place at all times, protecting it from flies. Scald the vessels or bottles thoroughly before placing milk in them. All food, meats, vegetables and fruits should be protected from flies and rats. Never drink the Hydrant water.

Give your help to the Pittsburg Buffalo Company, whose aim is to protect you and your family against sickness and disease. Help in this work to make Marianna a model town, with clean houses, yards and streets.—Marianna Board of Health.

(Concluded next issue.)

THE DEAD MAN'S HANDLE.

One of the most ingenious pieces of mechanism for the elimination of the human element in certain circumstances is the electrical controller handle used on the London Underground Railways, the Liverpool Overhead Railway, and the Subway and elevated railways of New York, Boston and other large cities. It is usually referred to by the somewhat gruesome name of the 'dead man's handle'. It consists of the ordinary detachable control arm with the addition of a knob or button which is pressed down by the operator to make electrical connection between the supply current and the controller. The movement of the arm is necessary to connect motor and supply in the usual way. The button on the top of the handle is depressed about half an inch and while running is kept in that position by the weight of the man's hand, which must always be on it in order to ensure the flow of current. The button is held up by a coil spring below it, but may be allowed to rise through a distance of three-eighths of an inch without breaking the electric circuit; the operator is thus permitted a certain amount of freedom so that his hand will not become cramped. If, however, he should fall back in a faint or become otherwise incapacitated his hand would relax its grasp, and the button being forced up by the spring below it the current would at once be cut off from the motors, and at the same time the brake would be applied. In the presence of impending danger, the operator's quickest and most efficient action would be to withdraw his hand, and he would thus secure the instant cutting off of the current and the application of the brakes.

Another form of apparatus which mechanically removes the possibility of human error is the stop signal, used on the underground and overhead railways here and in America. It consists of a T-headed trip placed outside the running rail. This trip is raised when the adjacent visual signal goes to 'danger', and sinks to an almost horizontal position when the signal is 'off'. In the vertical or stop position, the head of the trip engages with a handle, or other suitable device, of an air exhaust valve attached to the brake system on the carriages. If the forward of the first carriage over-runs the danger signal the trip, striking the air valve handle, at once applies the brake. In this way

the disregard of a danger signal or a miscalculation of distance results in the automatic stopping of the train.

On some lines the signals at interlocking cabins are semi-automatic, that is, while they are operated from the signal cabins, they are controlled by track circuits. The signalman is able to put his lever back far enough to place the signal at 'danger' yet he cannot put it back fully until the train has passed the fouling point. This prevents him from pulling over the levers of conflicting points or signals. At interlockings the signals are raised to the 'danger' position before the passage of the train independently of the signalman, but he is compelled to bring the signal lever back to normal before the signal itself can be again lowered to the 'safety' position.

PREVENTION OF HASTY ACTION.

A method of indicating to the driver of a New York Subway train that all the doors of the carriages have been closed is now in operation. A small electric bulb in the driver's cab glows when all the doors have been shut, as they have each closed an electric contact. In this case the position in the train of the door last to be closed does not matter. If any door is left open the lamp does not light, and until it does, the driver may not start the train. In order to save current and prolong the life of the bulb, the driver breaks the circuit by opening a small switch in the cab, after receiving the signal that the doors have all been closed, which is also the signal to start. He closes the circuit after the stop has been made, and when the open doors have again been closed, his starting lamp glows once more. When the bellcord is used for starting, the signal first given is from the rear and it is relayed forward by the guards on the platforms of the carriages. The electric door closing contact prevents a signal from being given if a door is open. Thus hasty action is eliminated.

In many electric lifts in America the controller handle is so made that it requires one complete rotation before the operating mechanism is removed. This prevents the car from being inadvertently started by a passenger or the operator pushing against the handle and giving it a partial turn. It also prevents sudden or hasty action on the part of the operator. A certain small amount of time is necessarily consumed in moving the handle through what may be called the idle circle of motion, and these few seconds give the man time to think. In other cases the controller handle is weighted so that it flies back to the neutral position, cuts off the current, and so stops the car, when the hand of the operator is withdrawn. Hence to start the life a definite purposive action on the part of the operator is required, and a slight knock against the handle would be followed by a quick swing back to the neutral position, with current promptly cut off.

The justification of all mechanical appliances whether they stop a train, warn a driver, inconvenience an operator, or enforce obedience to good practice, is from first to last the protection of the many who have entrusted their lives to the vigilance, the competence, and the good judgment of one. The operating human element is not entirely deprived of its best features, but is supplemented so far as possible by what may be called 'mechanical safety,' in the performance of the many duties now imposed by the exacting conditions of modern railway travel and industrial life.

(Continued from page 10.)

nearest approach to perfection in this class of apparatus. It takes away from the operator any chance of making a mistake and puts into the patient's lungs the exact quantity of oxygen required, so that, be the patient child or adult, only the exact quantity is delivered. This obviates any danger, that under pressure, the delicate lung tissue may be injured. I trust that we shall be able to install this apparatus at our stations in the near future.

Referring to the salaries paid by the Bureau of Mines for Rescue work, the applicants for position of Rescue Station Foreman come to the Bureau well recommended by previous employers, are rigorously examined by Dr. Shields, the Surgeon of staff, and are started at a salary of \$500.00 per month, increasing by annual increments of \$55.00 till the maximum of \$1500.00 is reached. The Department have found it difficult to keep their own men as they are so soon snatched up by private concerns at an increased wage. I may mention that salaries for Foremen or Engineers in charge outside the Government work vary from \$1800.00 to \$6000.00 per annum, the average probably about \$2,000.00. While away from the Station, either on rescue or propaganda work, the men are allowed all expenses.

Here let me pay tribute to Dr. Holmes and his able courteous Staff for the whole hearted manner in which they sought to administer to our comfort and enlightenment. The courtesy extended to the Canadian representatives was especially marked, and I was assured it will always be so, to any who care to avail themselves of the opportunities at the Arsenal, Pittsburg, Pa.

The work of disseminating knowledge in "First Aid" throughout the U. S. A. is carried on under the Society known in the U. S. A. as the "Red Cross Society." This Society is very similar in its aims and organization to the St. John Ambulance Association of England and the St. Andrews Society of Scotland.

The work has become well established throughout the mining districts in some of the States, notably Pennsylvania, W. Virginia and Illinois, and in a lesser degree through the other coal mining States; but in the districts where it has become established the results are acknowledged by the Field Surgeon as most gratifying. The greatest set back the movement has met with was due to the strikes throughout the various fields, and in most instances the work done in the years previous to those strikes, has had to be done over again. To meet the necessities of the situation Lieutenant Surgeon Shields of the U. S. A. Army was given charge and collaborated with the U. S. A. Mines Bureau in its Rescue Work. Two cars were purchased from the Penna. Railroad, and fitted out at a total cost of \$2000 each. The interior arrangements allow for sleeping accommodation for 5 persons, a cooking range and complete kitchen outfit, lavatory with shower bath, and office for the Director. The stores carried include 6 stretchers, 2 doz blankets, 12 first aid cabinets, with arrangements for heating the first aid cabinets when required to be used, and a heater.

The interior of the car is arranged as a lecture room with camp chairs to seat 30 persons. The method pursued in propaganda work along the railroads and mining camps is to enlist the good will of the most prominent official, in each centre pitched on, and induce them to send their most suitable men to receive a course of training, consisting of 10 or 12 lectures on the most practical lines. An endeavour is made to condense the

(Continued on page 16.)



—SYNOPSIS OF CANADIAN NORTHWEST LAND REGULATIONS—

ANY person who is the sole head of a family, or any male over 18 years of age, may homestead a quarter section of arable Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency on receipt of a bill of sale by father, mother, son, daughter, brother or sister of a standing homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 8 acres, solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader for his good standing may pre-empt a quarter section alongside his homestead. Price six cents per acre. **Duties**—Must reside upon the homestead for pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead point), and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-empt on may enter for a parcel of 160 acres in certain districts. Price \$20 per acre. **Duties**—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$3000.

W. W. COHEY,

Deputy of the Minister of the Interior.

S. R.—Unauthorized publication of this advertisement will not be paid for.

"VICTOR 200" COPPER VALVE DISCS WITH ASBESTOS CORE



For Valves of Jenkins' or similar types. Made with two flat sides, inside or round hole.

"Victor 200" Discs outlast Plumbago or Asbestos Discs six to one and are the best Discs on the market. Send for sample and try it in your worst place. Price List on request.

T. McAVITY & SONS, LTD.
ST. JOHN, N. B.



See Inspector at Halifax,
Post Office Dept., Mail Service Branch,
Ottawa, January 10th., 1912.

G. C. ANDERSON,
Superintendent.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on FRIDAY, the 23rd. February, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, as required per week each way, between STELLARTON and I. R. C. Railway Station from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Stellarton and at the office of the Post Of-

Situation Wanted.

Certificated mine manager desirous of getting a chance to show his ability, would like to communicate with some good coal company, with the view of engaging with them in an official capacity. 32 years of age, married. Sober and a hard worker. Thorough knowledge of colliery accounting and the purchase and handling of stores. A capable systematizer. Best of references furnished. Address, Record Office.

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

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DESCRIPTION.**BEST QUALITY ONLY.**

Dynamite,
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Blasting Gealtine.



Blasting Gunpowder,
Compressed Pellets,

**PERMITTED
EXPLOSIVES**

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

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Accessories to be obtained from.
Agents for NOVA SCOTIA:

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Contractors to Admiralty and War Office, also Colonial Governments.

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Cablegrams.
"Ropery Rutherglen" Rutherglen, Glasgow, Scotland.

Cables: Western Union.
A. B. C. (418 & 219, 4-6)
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Wire Ropes

for
Winding & Haulage
in
Collieries and Mines.

Aerial Ropeways, Suspension Bridges, etc. Specially
flexible for Ore & Coal Discharging Cranes, Winches, etc.

The use of SPECIAL GRADES of Wire, drawn to our own specifications and rigorously
TESTED before use, keeps our Ropes ahead in QUALITY of any others. We are regularly supply-
ing the LARGEST USERS in the Maritime Provinces, to any of whom we willingly refer enquirers.

Agents in Nova Scotia:—Wm. Stairs, Son and Morrow, Limited.

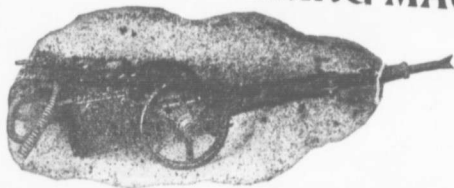
Agents in New Brunswick:—W. H. Thorne & Co., Ltd., Saint John.

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Built in several sizes to meet various requirements.

Almost entire absence of repairs.



Simple, Durable, and Effective. Will run with less Air than any other machine. Will run successfully with high or low pressure.

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INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.
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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, Superintendent.

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Time Table No. 28, Taking effect at 1 a. m. OCT 17TH., 1909.

WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
P. M.	A. M.		P. M.	A. M.
3 30	10 40	P. TEPPER JUNCTION	2 45	11 00
3 25	10 35	INVERNESS JUTE	2 55	11 06
3 17	10 29	PORT HAWKESBURY	3 05	11 11
3 00	10 12	PORT HASTINGS	4 08	11 30
P. M.	9 27	TROY	4 25	A. M.
	9 44	CRIGNISH	4 38	
	9 27	CRAIGMORE	4 55	
	9 08	JUDIQUE	5 08	
	8 25	CATHERINES POND	5 25	
	8 44	PORT HOOD	5 33	
	8 25	GLENOCK	5 28	
	8 20	MARU	5 53	
	7 50	GLENDYRE	6 12	
	7 40	BLACK RIVER	6 26	
	7 25	STRATHLOVE	7 00	
	7 12	INVERNESS	7 10	
	6 55		P. M.	
	A. M.			

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Capell Fans have shewn themselves to be more efficient than those of any other make.

Built under special arrangement with, and from the designs of] the Inventor by

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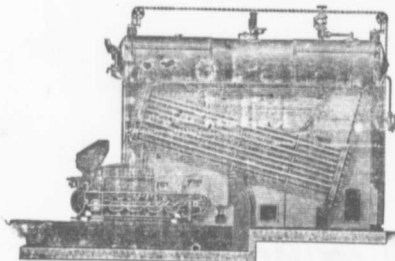
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SUPERHEATER AND IMPROVED MECHANICAL STOKER.

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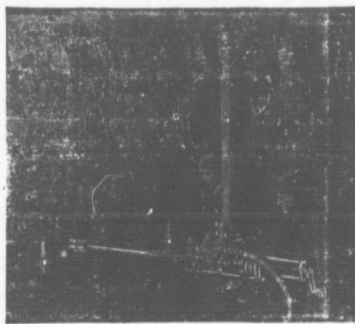
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*Best all round flour on the market.
Uniform in quality. Every barrel*

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



The RAND All Steel Radial Coal Cutter

requires the minimum of air. It is made of steel throughout, only weighs 183 pounds, and has many advantages found in no other machine.

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TREBLE BEST SPECIAL CRANE CHAINS

Manufactured in our own Workshops under Strictest Supervision and every Link carefully Tested.

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Mine Car, Drawbars and Hitchings a SPECIALTY.

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Unexcelled for General Use.

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SCRAPER SHOVELS, ETC.

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COAL

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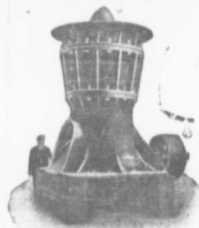
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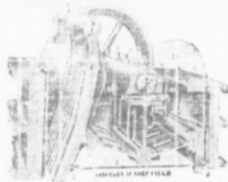
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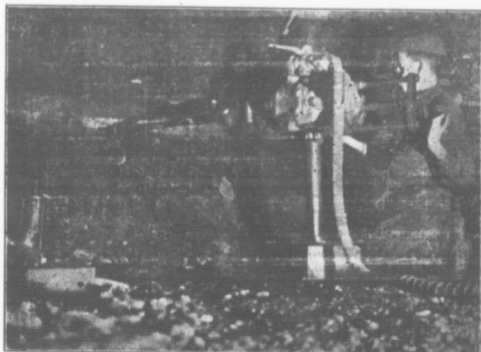
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The "HARDY PUNCHER"



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Completely eclipses all imitations.

It has attained a speed of 180 square feet per hour
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**THIS MACHINE HAS MINED—
AS MANY AS SIX ROOMS IN A SHIFT**

For Mining in Flat or Pitching Veins, taking out
Dirt Bands, etc., it is without a rival.

It is unquestionably the most Durable, Reliable,
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