

136 MacLaren St  
Ottawa

Dr. R. Bell  
Coal survey dept.

# Maritime Mining Record

OCT. 12 1910

## DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

### "DOMINION STEAM COAL,"

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

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

**12** Collieries  
in Operation.

**OUTPUT:**  
3,500,000 tons Yearly

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

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

-AT-

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

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



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



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

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

FOR TERMS, PRICES, ETC., APPLY TO

**Dominion Coal Co., Limited,**  
" " " "  
" " " "  
" " " "

Glace Bay, Nova Scotia.  
112 St. James St., Montreal, P. Q.  
171 Lower Water Street, Halifax, N. S.  
Quebec, P. Q.

AND FROM THE FOLLOWING AGENTS:  
R. P. & W. F. STUR, St. John, N. B.  
Peak Bros. & Co., Charlottetown, P. E. I.

Harvey & Company, St. John's Nfld.  
Hull, Blyth & Co., 1 Lloyd Ave., London, E.C.

**M. J. Butler, C. M. G.**

**Alexander Dick,**

2nd Vice-President and Gen'l Manager.

General Sales Agent.

GENERAL OFFICES, GLACE BAY, NOVA SCOTIA, CANADA.

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

Telegraphic Address, Latch, Haymills

# LATCH & BATCHELOR, L't'd.

AMALGAMATED WITH  
**WEBSTER & HORSFALL,**

(ESTABLISHED 1730.)

Works : HAYMILLS, BIRMINGHAM, ENGLAND.

AGENT: E. M. WYLDE, P O Box, 529 HALIFAX N. S.

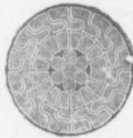
Patentees and Manufacturers of

## Locked Coil and Flattened Strand WIRE ROPES.

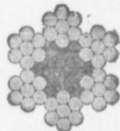
Manufacturers of all Kinds of WIRE ROPES for  
Mines, Tramways, Aerial Ropeways, Suspension  
Bridges, Cranes, Elevators, Transmission of  
Power, Steam Ploughing and General  
Engineering Purposes.



Locked Coil Winding Cable.



Locked Coil Aerial Cable or Colliery Guide.



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

**DRAWERS OF** all Sections **STEEL-WIRE.**  
HIGH CLASS  
for Ropes, Springs, Pianos, Needles, Fish-Hooks  
Binding Armatures and all other Purposes.

# ACADIA POWDER CO., LTD.

MANUFACTURERS OF

## DYNAMITE.

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

**FLAMELESS EXPLOSIVES for GASEOUS MINES,  
DYNAMITE, for SUBMARINE BLASTING, SUBMARINE FUSES.**

LICENSEES FROM THE

Nobel's Explosives Co., Ltd., for the English permitted coal mining brands,  
"Monobel" & "Saxonite," etc.

**Electric Blasting Apparatus, Electric Batteries,  
Electric Fuses, Insulated Wires, Safety Fuse  
Detonators, Etc.**

OFFICE: —76 and 78—

Telephone 251. P. O. Box, 520

**GRANVILLE ST., HALIFAX, N. S.**

# Acadia Coal Company, L't'd.

STELLARTON, NOVA SCOTIA.

Miners and Shippers of the

**Celebrated ACADIA COAL.**

*Unexcelled for Domestic, Steam,  
and General Purposes.*

— An Excellent Coking Coal. —

Collieries

Acadia

Albion

Allan

Vale.

**DELIVERED BY RAIL OR WATER,**

**SHIPPING PORT, PICTOU LANDING.**

Quotations Furnished Promptly on Application.

**MINING SHOVELS**

our 'FENERTY' Brand

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

ARE USED BY

*The Largest Mines in Canada*

MANUFACTURED BY  
**The HALIFAX SHOVEL Co.**

HALIFAX, N. S.

ALL GOODS GUARANTEED.

**ORNAMENTAL  
 IRON WORK**  
**WIRE CLOTH AND  
 WIRE GOODS.**

WE SPECIALIZE IN MINER'S  
 SCREENS made of HARD STEEL  
 WIRE or PERFORATED SHEET  
 STEEL.  
 INQUIRIES SOLICITED.

CANADA WIRE GOODS MFG. CO,  
**HAMILTON.**

**THE GARLOCK PACKING CO.**  
 Hamilton, Ontario

—Manufacturers of—

**GARLOCK PACKINGS**

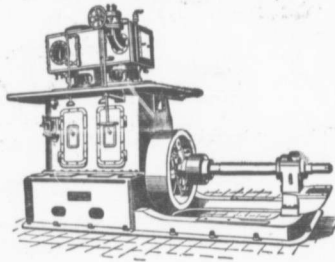
"Be sure you get the Genuine."

**Everything in PACKINGS,  
 and ENGINEERS SUPPLIES.**

Used by Collieries in Lancashire, Stafford-  
 shire & Yorkshire

'XTERRA' COLLIERY LAMP OIL  
 For Marsaut, Muesole Deflector or Closed Lamp.

PURE WHITE FLAME. LOW PRICE.  
**E. WOLASTON, Dutton St. MANGHESTER**  
 Sole Representatives for Canada, AUSTEN PROS.,  
 Halifax, N. S.

**Cost Nothing for Repairs**

A Customer says:— "We have used one of your Vertical High Speed Engines, English Type, forced lubrication, since 1907. The Engine runs at 425 revolutions per minute almost constantly night and day. It has given us every satisfaction and so far has cost us nothing for repairs."

**ROBB ENGINEERING COMPANY, LTD.,**  
 AMHERST, N. S.

CHANGE OF TIME.

—THE—

**WINTER  
 Time Table**

—OF THE—

**INTERCOLONIAL  
 RAILWAY**

WILL TAKE EFFECT

**October 23rd. 1910**

Particulars will be announced later.

## CANADIAN ASBESTOS CO., MONTREAL.

FACTORY IN LACHINE, QUE.

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

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

Try our "Gripoly" Solid Woven Belting.

## MONTREAL STEEL WORKS, Limited.

Steel Castings,  
Forgings,  
Springs,  
Frogs,  
Crossings,  
Interlocking Plants

We make a Specialty of

**Manganese Steel Castings for  
MINING PURPOSES.**

Point St. Charles, " " " " Montreal, Canada.

ESTABLISHED 1863.

## Philips Mine & Mill Supply Co.

PITTSBURG PA.

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

Office 2227 Jane Street.

SCREENS, SCREEN BARS, SCREENING PLANTS COMPLETE,  
CAR DUMPS, CARS, CAR WHEELS, LARRY W 130NS, HITCHINGS, ETC.  
LET US SUBMIT PLANS AND ESTIMATES.

—MANUFACTURERS OF—

**Coal and Coke Works Equipment.**

## COLLIERY SUPPLIES.

**Wrought Iron Pipe. Cast Iron Fittings.**

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

**Metals of all kinds. Boiler Plates and Tubes.**

**Fire Brick. Portland Cement. Fuse and Detonators.**

Nova Scotia Agents for

**Allan, Whyte & Company's Wire Ropes.**

**WM. STAIRS, SON & MORROW, LIMITED.**

**Halifax, Nova Scotia.**



**NOVA SCOTIA.**  
**Mines of Gold, Silver, Coal,**  
**- Iron, Copper, Lead, Etc.**

**Titles direct from the Crown**  
**At Moderate Royalties.**

**GOLD AND SILVER.**

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

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

**Minerals other than**  
**Gold and Silver.**

**—LICENSES TO SEARCH—**

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

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

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

FOR INFORMATION APPLY TO—

**CHRISTOPHER CHISHOLM**

Commissioner of Public Works and Mines Halifax N. S.

## ASBESTOS SECTIONAL COVERING

(CANVAS JACKETED)

FOR STEAM PIPES, ETC.



The use of Asbestos Covering on Steam Pipes, Boilers, and other heated surfaces, results in:—

- A Large Saving of Fuel
- Prevention of Radiation of Heat
- Reduced Fire Risk
- Increase of Power and Capacity of Plants

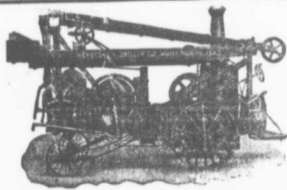
This Covering is made in sections 2 feet long, furnished with a strong canvas jacket, and supplied with metal bands as fasteners. Sold in full sections only.

PRICE LIST ON REQUEST.

### ASBESTOS CEMENT FELTING

Put up in bags of about 100 lbs., dry; to be mixed with water to the consistency of mortar and applied with a trowel to Steam Pipes, Boilers, Domes, and irregular heated surfaces. Price upon application.

**T. McAVITY & SONS, Ltd.,**  
St. John, N. B.



## The KEYSTONE

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

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

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

Price of Complete Attachment  
**\$200.00**

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

**Keystone Driller Co., Beaver Falls, Pa.**

## Mining & Mill Supplies.

Valves,  
Fittings,  
Packing,

Steam Goods  
—of every—  
Description.



Boiler  
Tubes,  
Steel  
Plates,

Angles,  
Tees, etc.

SOLID DIE  
RIVETS.

### Iron Pipe for

### Mining Purposes.

—Catalogues and Prices on Application.—

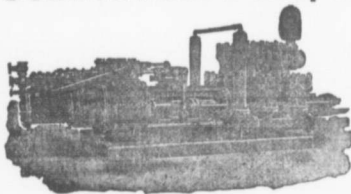
**THOMAS ROBERTSON & CO.**

—LIMITED—

**MONTREAL, QUE.**

—Established 1852—

## Jeanesville Pumps



For MINES, WATER WORKS, SEWAGE,  
ETC., ETC.

A Reliable, Efficient, and Substantial,

Because almost Fifty Years Experience

Stands back of Every Machine. Fol-

lowing types for any capacity, any head:

DIRECT ACTING and CRANK and FLY-WHEEL.

CENTRIFUGAL PUMPS, VOLUTE or TURBINE.

Steam or Electrically Driven

**Jeanesville Iron Works Co.,**

HAZLETON, PA., U. S. A.

## ANOTHER GOLD MEDAL,

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

—MAKERS OF—

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

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

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

## JEFFREY COAL CUTTERS

Cut faster, cost less for up-keep, and will withstand  
 more rough work than any other Machine made.



They are constructed through-  
 out of the best grades of material;  
 all raw material used, is thor-  
 oughly tested and every finished  
 part is rigidly inspected before  
 and after assembling. All parts  
 are made interchangeable.

Bulletin 1b 18 contains valuable information for those interested  
 in Coal Mining Machines. Copy mailed on request.

**The Jeffrey Mfg. Co.,** Canadian Office and Works: 177  
 MONTREAL, Cote and Lagachetiers Streets.  
 MAIN OFFICE and WORKS: COLUMBUS, OHIO. TORONTO Office, 174 King Street E.





# MARITIME MINING RECORD

Vol. 12, No. 7

Stellarton, N. S., Oct. 12, 1910.

New Series

## AN OUTSIDER'S VIEW.

The following letter appeared in Tuesday's Eastern Chronicle:—

In "Note and Comment" in the issue of the 4th inst., you have a paragraph relating to reciprocity in coal.

The point that you make is that we have lack of facilities. That is only part of the difficulty. The railroads are now able to haul enormous trains of fifty ton cars and, as they want the long haul, they are making a freight to even oust the water borne coal.

Virginia is able, owing to being able to mine coal from the side of a hill, to put it in cars for sixty-five cents at the pit's mouth, and as Rogers' new road to Port-Sewall is about completed, the Pennsylvania mines feel that the West Virginia coal fields are going to oust them from their New England business. Not only this, as soon as the canal is cut through Cape Cod the distance from tide-water to coal for Boston will be appreciably diminished and the danger of navigation very much lessened.

Another point is that the custom of the Port of Boston is that schooners and steamers get their turn in discharging at the piers and if one of our large colliers turned up at Boston when a dozen of schooners were ahead of them she might have to lie there for four or five days before she would get discharged. You understand what that means in demurrage.

You will say that this means that you will have to put up your own discharging plant. That would cost an enormous sum of money, I have not the estimate, but I think to put up such a plant would cost a million and a half; and then, who would buy the coal.

The American coal is harder than ours and reaches the market in a better physical condition. We make, unfortunately, a great deal of slack.

To crown all, when it was suggested last year that there might be reciprocity in coal, some friends of the coal company appeared in Boston and an act was put through ostensibly to abate the smoke nuisance, in reality, it prohibits Nova Scotia coal being used in Boston and its vicinity. Our coal being high in volatile matter emits more smoke than the West Virginia or Pennsylvania coal. Undoubtedly the same legislation will be passed in Portland. This is on a par with taxing the cans when we had free lobsters, and the barrels when fish and fish oil went in free. They will not play fair.

The second point in the displacement in the Montreal market. One point will show you what I mean, Bunker coal is now admitted free. Although McKenzie & Mann are anxious to have their coal from Inverness used on their steamers, the Royal Edward and

the Royal George, they can buy American coal at Montreal or Quebec cheaper than they can send up the Inverness coal. The mail steamers of the Allan line and the C. P. R. take American coal for bunker because they can get it cheaper than they can Nova Scotia coal. Hence it follows that the largest part of the coal used in Montreal would be United States coal, under a reciprocal tariff.

The only point that I am not certain about is whether some of the Bay of Fundy coast might not do a profitable schooner trade with towns along Maine.

The quality of American coal used in Montreal has been increasing notwithstanding the duty. The quality of Nova Scotia coal in the United States is diminished and were it not for the slack coal contract with the New England Gas and Coke Company, which the Dominion Coal Company has, the Nova Scotia coal sent to New England would be less than five figures.

I see no hope for the Petou collieries if reciprocity in coal were enforced. They would be out of the Montreal market without hope of any New England market.

## HEARST CHAFFS ROOSEVELT.

The public has been impressed by this (Roosevelt) advice about honest earnings, as it should be, and we suppose that many millions of Americans are thinking over each dollar laid away, scrutinizing each penny as it comes in, and asking their souls, "Was that dollar, is this penny, earned honestly, or did I charge too much?"

We say, with many obeisances to the wisest of his generation, that it is very hard to say just when a dollar is earned absolutely honestly and without over-charge.

For instance we ask Colonel Roosevelt about his own book, just ready for sale and advertised widely. Ordered as it is from the printers in huge quantities, that book does not cost Mr. Roosevelt or his publishers 45 cents a copy. Yet Mr. Roosevelt sells it to the public for \$4.50.

Which means that when it is Mr. Roosevelt who does the selling the cost of the product is more than ten times what it actually cost the seller.

Mr. Roosevelt feels that it is right for him to ask of the public more than ten times what the goods cost.

What would he say if the Harriman railroads charged the shipper ten times the cost of transportation? What would he say if the Coal Trust charged ten times what the coal cost?

It may be said that it took courage in Mr. Roosevelt to face the ferocious lion, the rugged bear, and

smorting elephant. So it did.

But it requires courage in a Harriman or a Hill to plan and carry out thousands of miles of railroad building.

Mr. Roosevelt will say that the book he sells contains his imagination, included in the price. So it does.

But every man has put his imagination, all of his ability, mental courage and vital energy into his business. He sells his personal ability, including imagination, with his goods.

Some may say that Mr. Roosevelt's book is not a necessity, that people can do without it, so that an excessive price is not a public hardship.

But Mr. Roosevelt will not say that. He cannot conscientiously put his hand on his heart and say that any man can be a real man and miss the Roosevelt books and speeches.

So Mr. Roosevelt is charging ten times the actual cost for that which he believes to be an absolute necessity, a product without which the brain, the real man, must starve.

He says to the corporation man, and to all his fellow citizens, "You must be fair and reasonable in your charges or be disgraced," and he charges in his business ten times what the goods cost. Is this criticism of Mr. Roosevelt? No. We simply point out that it is difficult in our civilization to decide just what is fair, and just what is reasonable.

Do you suppose we object to Roosevelt getting \$4.50 for a book that costs less than one-tenth of the sale price? Certainly not. We approve of the price, and hope many books may sell, for those that want that kind of a book would hardly find what they want in any other kind of a book.

It is well for all of us to talk, and preach, and advise each other. Perhaps, on the whole, it is as well that events compel us to confine ourselves largely to advising, and that only the slow processes of growth bring about changes.

#### DO YOU STILL PAINT YOUR ROOFS?

Thousands of farmers still count the cost of painting their ready roofings as a necessary part of their annual expense. Many of them are making trouble for themselves in the future by laying roofs which require constant attention.

There is a modern and better way of treating the roofing problem.

Amatite roofing has come upon the market during the last few years and has proven a success. Amatite is like any other ready roofing (sold in rolls with nails and cement free, etc. ready to lay), except that it has a mineral surface which needs no painting.

It is just as easy to lay Amatite as any other roofing and just as cheap. The difference is that after you have laid your Amatite roof, you can leave it alone. The mineral surface is thoroughly durable and requires no painting.

If you do not know about Amatite, we advise you to investigate it. You can get a booklet about it and a free sample by simply addressing the nearest office of the Carritte-Paterson Mfg. Co., Ltd., St. John, N. B., Halifax, N. S.

### Coal Shipments SEPT, 1910.

#### —INTERCOLONIAL COAL CO.—

Shipments	Sept.	1910	15 980
"	"	1909	27 208
Decrease	"	1910	11 228
Shipments	9 mos.	1910	180 018
"	9 "	1909	180 811
Decrease	9 "	1910	10 435

#### —NOVA SCOTIA STEEL & COAL CO, LTD.—

Shipments	Sept.	1910	83 943
"	"	1909	98 955
Decrease	"	1910	9 599
Shipments	9 mos.	1910	598 358
"	9 "	1909	558 286
Increase	9 "	1910	40 072

#### —ACADIA COAL CO.—

Shipments	Sept.	1910	25 506
"	"	1909	25 048
Increase	"	1910	1 458
Shipments	9 mos.	1910	195 051
"	9 "	1909	199 052
Decrease	9 "	1910	4 901

#### —INVERNESS RY. & COAL CO.—

Shipments	Sept.	1910	22 078
"	"	1909	17 154
Increase	"	1910	4 924
Shipments	9 mos.	1910	193 580
"	9 "	1909	162 590
Increase	9 mos.	1910	30 990

Picketing the past week was active at Springhill and as a consequence several over zealous U. M. W. men have got into the clutches of the law.

It is said that it takes the leaders of the U. M. W. at Springhill all their time to prevent a stampede from the ranks of the strikers. The sooner the men who desire to work again in Springhill stampede the better for them. By and bye they may be looking for work, and there will be none for them. In about a month's time it is expected that Mr. Cowans will, so far as it concerns him, declare the strike off. In other words that he has all the men he can find room for.

## COAL MINERS.

Lessons by Post.

Many Students in N. S.

Syllabus FREE.

The UNIVERSAL MINING SCHOOL,

(308), CARDIFF, Gt. Britain.

## COMPULSORY ARBITRATION.

Taking the remarks on Compulsory Arbitration in the last issue of the "Record" as a text the "Eastern Chronicle" has the following on the subject. We approve, generally, in the sentiments of our contemporary, but cannot, for the life of us, see why he never mentioned the Nova Scotia Arbitration Act and persists in holding up the New Zealand measure. Our Nova Scotia Act was before the New Zealand measure, and was a better act to boot. The difference is that the New Zealand Act was tried and improved upon, while our Act got only one trial—and worked in that case splendidly—and was mutilated by politicians who wished to curry favor with certain unthinking workmen:—

We, too, are sorry that the Canadian workmen will not give compulsory arbitration a trial. If they look upon New Zealand as a workman's paradise—it really is in comparison with any province or state in North America—compulsory arbitration has made it so.

The Hon. R. J. Seddon will be admitted as qualified to speak for New Zealand. A few years ago Mr. Seddon, replying to a letter from Professor Frank Parsons of Boston, wrote:—

"You allude to reports regarding New Zealand workmen, being dissatisfied with the Arbitration Act. You must not forget that there are certain people (few, but much in evidence) who would be only too glad to see the Act break down and be again able to "put the screws on" their work people as in old days. These gladly seize on any mutterings of discontent on the part of a worker, and publish widely every word of grumbling they can induce dissatisfied people to utter. Remember that before the Arbitration Court, as before any other Court, the loser does not relish losing. When workers are refused an advance in wages, etc., they grumble. We cannot help that; we can only see that, as far as lies in our power, justice is done to both sides. I assert that the immense majority of the industrial classes in New Zealand respect and esteem the Arbitration Act. It has raised wages, shortened hours, granted holidays, overtime, etc., and in many ways given precious privileges to artisans, while the ever growing volume of trade and business shows that masters as well as men thrive under the labor laws of this colony."

Professor Frank Parsons is one of the great authors of the United States and is the author of several valuable books. He was also, for twelve years or more lecturer in the Boston University school, and he was Direc-

tor of the Department of History in the Bureau of Economic Research, Washington, D. C., so it will be conceded that his qualifications are remarkable.

In the 58th chapter in Parson's story of New Zealand the first paragraph reads:—

"New Zealand is the land of industrial peace; the first country to abolish strikes and lockouts, and establish judicial decision of labor difficulties in place of the primitive method of settlement by battle. The same prolific year, (1894) that did so much for the nationalization of land and credit through its resumption and banking laws, accomplished also the judicialization of labor disputes. And of all New Zealand's far famed achievements this is the most interesting and important—a law that enables either party to an industrial difficulty to bring the matter into court and have it decided by an award with the binding force of a judgment of the Supreme Court—a law that has put an end to the battles of capital and labor and given the Colony unbroken industrial peace for the whole eight years since the Act went into effect."

Further along Mr. Parson states: "The system rests upon two broad facts. (1) That decision by reason is better than decision by force; and (2) That there are three parties in interest in every industrial trouble, labor, capital, and the public; and as the public always wants arbitration, if either of the other parties desires it also there is a majority of 2 to 1 in favor of a settlement."

Year by year ever since, the Act has been improved to meet contingencies as they arose. A few years ago Inspectors of Awards were appointed to see that employers or employees were complying with the award. This has taken away from the parties to the suit the disagreeable duty of having to complain that the award is not being carried out. The blue books of the past three years on this head are before us as we write.

We may note in passing that New South Wales has gone a step further than New Zealand. The law is practically the same in its main features in both countries, but in the latter the court is given power to intervene in a labor dispute even when neither party has applied. There is reason in that.

In Canada it looks as if the labor bosses were afraid of their jobs. If Arbitration Courts were established the men would look to the courts for fair play instead of the Federations or Labour Unions. The Unions would exist as they do now with the proviso that the law of necessity recog-

nized them; but a lodge, or the lodges in a given community could appeal to the court as well as the Grand Lodge. In New Zealand the house where the Arbitration Court is held is always open, there is no need of paid labor leaders to keep them open. It should in our opinion, be so in Canada.

But as long as the men are against Arbitration Courts there will be no Courts; and the men may rest assured, that the arrangements suit the employers admirably.

When a strike occurs in Nova Scotia it is painful to watch the government. It would do anything in the world to bring about a settlement; but there is nothing it can do. The yellow press that is professedly supporting the opposition stands up on its hind legs and howls at the government because it does not settle the strike, while the debased press know that there is nothing the government can do. All of this is not complimentary to our intelligence. There should surely be a way out. After the experience of the past few years, in the presence of the fact that neither the labor leaders nor the employers want compulsory arbitration, the government should do as the opposition in New Zealand did in 1892, viz.—Appeal direct to the workman to give such a law a trial. After all their past fights, in which they gained but little, the men said, "All right; we will support our candidates on condition that if you beat the government you will pass a compulsory arbitration act." Both parties kept their word and ever since the agreement has held. The government of this province need not be told what it has suffered from strikes during the past few years. A certain responsibility rests on the government regarding the future. Very well, let it go to the workmen and ask them to give compulsory arbitration a trial,—at the same time let it make a similar appeal to the public, for they are as much interested as any one. If the government went at this earnestly we would be disagreeably disappointed if the people of the province would not support them.

Anyway that is our solution. Good heavens, have not the workmen of Nova Scotia been generally reasonable when facts are laid before them? We know of no way as likely to give Nova Scotia industrial peace as that which gave it to New Zealand and we know no way to get compulsory arbitration but by a direct appeal to the people by the government.

## TWO OF A KIND.

It is certainly surprising, and somewhat amusing, to find the Glace Bay Gazette and the Toronto Star—Mr.

James Simpson—familarly called Jimmie—organ—confess to similar views on arbitration. The position of each is easily understood. The Gazette is jealous of the honor of the Lemieux Act, and the 'Star', as a socialist organ, is fearful of any measure which might tend to establish lasting or reasonable arrangements between capital and labor. Answering the challenge of the Gazette the Mining Record without hesitation declares that it is in favor of arbitration; by that is meant, of course, compulsory arbitration, with all that it carries or implies. And in declaring for arbitration we take neither operators nor operatives, nor even politicians, into consideration, but the public only. It is farcical to suggest that arbitration should not be enforced on the score that the findings of a board might not be acceptable to both sides in any dispute. That both sides should show signs of pleasure at a finding is not to be expected. A finding will, as a rule, hit and hurt one side, and the Record would compel the disaffected to grin and bear it. In land damage cases, for instance, we compel acceptance of the findings of the arbitrators, and the loser doesn't like it. The law does not ask the loser how he feels, but tells him to accept; public interest demands that he must. And if the public interests demand that an award, in the case of a trade dispute, must be complied with, why should we be fearful as to the feelings of the disputants:—

"There was a rather sensible paraphrase in regard to Compulsory Arbitration in the report of the executive of the Trades and Labor Congress, presented at their convention held last week at Fort William. As the Gazette has already pointed out those who decry the Lemieux Act as a failure because the Government cannot enforce the acceptance of the terms of a finding under it, should be prepared to state whether they stand for compulsory arbitration, since that is what would be meant by making the findings of a Board under the Act, enforceable in all cases whether the employer or employee affected were agreeable to it or not. This was recognized by the Trades and Labor executive, as may be seen by the following excerpt from their report:

"Your executive believes that the almost unanimous position of the organized workers of Canada at the present juncture is emphatically opposed to compulsory arbitration. Canada has taken a long step forward in the adoption of the principle of compulsory investigation, as worked out under the Lemieux Act. Although the principle is working out fairly satisfactorily it is yet too

early to pass finally upon it, and it would be madness to make the final jump to compulsory arbitration before compulsory investigation has been thoroughly tested. Nor do we believe that compulsory arbitration would for years and years to come be acceptable, either to workers or employers in this country. It is a right that belongs to every man to cease work, or to refuse to work for any employer when he sees fit to do so, subject to any contract made in that regard. So, too, it must be the right and privilege of any employer to refuse to continue in his service any workman he does not desire to employ, or whom he does not need, subject again to contractual rights."

P. S.—Since writing the first part of the foregoing we read of Mr. Simpson's renunciation of socialism, and therefore apologize for naming him with the Toronto Star.

The following are the remarks of the Toronto Star:—

"Considerable attention is being given to proposals to make the decision of conciliation boards binding in industrial disputes. The Australian Parliament has provided for a plebiscite on the question of enlarging the powers of arbitration boards and New Zealand with characteristic hopefulness has experimented with authoritative interference. The Canadian Federation of Labor at Montreal has pronounced against compulsory arbitration, and there is among the organizations attached to the Dominion Trades and Labor Congress a sentiment hostile toward any further extension of official authority in labor conflicts. While most trades unionists in Canada recognize the beneficial results of the measure of interference provided for in the Lemieux Act, there is a feeling of caution toward all proposals looking to the enforcement of findings or decisions. Official intervention which seeks to reconcile divergent views and bring contending opinions into harmony is far different from authority that would make a decision perhaps satisfactory to neither party and enforce it with police and military power. A board beset with the task of effecting an agreement would be quite different from a board sustained by power to compel acquiescence in its decisions. The chief objection on the part of trades unionists to the establishing of compulsory arbitration is the impossibility of enforcing findings against employers. While there might be, on the part of all officials, a desire to impartially enforce decisions against employers and employees, the very nature of the relationship would make it easy for the one party to resist or evade and difficult or impossible for the other. Many trades unionists would

favor compulsory arbitration if the compulsion could be made to work both ways, but feel that as it would be possible only against themselves, they had better not have it established. Workmen refusing to accept a decision would by their action make evidence that would insure their conviction and punishment. That would be a necessity of their position. On the other hand, an employing company could scarcely under any circumstances be compelled to furnish employment. A factory could be closed for repairs or for purely commercial reasons, but there can never be commercial reasons warranting the members of a trades union in remaining idle. The tendency of many trades unionists to magnify differences makes them opposed to compulsory arbitration on account of the assumption that the compulsion can be exercised in one direction only. While experiments in New Zealand and Australia have considerable sociological value, the strong individuality of both employers and employees in Canada will prompt a cautious attitude toward forcible intervention in all matters of private contract."

It is curious, if the statement of the Star be correct, as to the chief objection of Trades Unionists to arbitration, that it should run on similar lines to the chief objection urged by the operators. Trade Unionists say "you cannot enforce the findings of the operators," and these say "Trades Unionists would when it pleased them disregard the finding of the board." That is all true, provided each paid the penalty of refusal. In the Nova Scotia Act, as first introduced, pending the award of the Arbitrators the employers were empowered to retain fifty days pay of the workmen, to forfeited in case of a refusal to abide by the award, and the employers were to pay, into a chartered bank, an equal amount, to be forfeited to the workmen, in case of a refusal on their part—the employers part. Of course, this was not iron bound arbitration; it still left a measure of liberty to both, there was no provision for imprisonment. If the employees were bound to strike they could pay the penalty and "go it;" if the employers were bound to have their own way they could pay the extra fourteen days pay to each man, and lock all out. Compulsory Arbitration, unlike a Socialist prescription, is not a vaunted cure all, but it might purge discontents of a lot of undigested nonsense.

#### THE SPRINGHILL TROUBLE.

It is becoming apparent that the

people of Cumberland, who looked on complacently at the Springhill strike, in its early stages, are now getting somewhat weary of it, that is if we judge their sentiments by the Amherst News. The News suggests that the local government intervene. That might be a questionable procedure on its part, that is from a political standpoint, and these days all things are looked at. News also suggests a compromise. It would have the U. M. W.'s forego action on their part would certainly be an awful slap to the pride of the rank file, for the strike was brought about by the demand for recognition. Indeed it may be truly said that that was the one and the only real demand, the others being but frills to set it off. If the men really desire to gain anything they will not do so by continuing in idleness. Their better plan is to declare the strike off, as was done in Cape Breton, on the promise of Mr. J. R. Cowan that no workmen had not been disorderly or incited others to be so, and that he will agree to receive, after resumption of work, a committee of the employees to discuss matters. This is the readiest, and the most likely way to success and a satisfactory solution: Every sane man who has given the slightest attention to conditions at Springhill must by this time have reached the conclusion that the time has arrived in the history of this struggle for outside interference from some quarters.

A few days ago a letter appeared in the Halifax Herald from the Secretary of the local union of the U. M. W. of A., stating that the sentiments and conditions of the men have not changed since the commencement of the idleness of Springhill over thirteen months ago. The sentiments of the men, that is to say if Mr. Watkins correctly represents these sentiments, may not have changed, but many other things have changed.

The Canadian Pacific Railway, which for the last twenty-five years has been the largest customer of Springhill and which last year took the full output of screened coal from one slope, that is half of the total production, has been compelled to transfer its business elsewhere.

The result of which is that only one slope may be worked this winter, and only half the number of men to say, a very large majority of the men now on strike at Springhill will find themselves out of place when the strike terminates.

It will take years for the town of Springhill to recover from the staggering blow it has received. We are convinced that there are hundreds of the sober-minded men of that town who are sick at heart at living on the pittance doled out to them by the U. M. W. They naturally shrink from being designated "scabs" or "black legs," and for this reason they are compelled to "grin and bear it."

Mr. Cowan, on the other hand has held out long enough to convince the men that the threat of a strike will not scare him into making un-

reasonable concessions. He could at this time afford to be generous and to make a proposition to the men other than the one that appears as an advertisement in the columns of the Tribune. He could very well afford to agree to remedy the dock-system and to accept the ruling of the Board of Conciliation regarding the proper weight for boxes. The wage question and the recognition of the U. M. W. are matters on which the men can give way.

The public are interested in this strike. The province of Nova Scotia is suffering a loss in revenue, an important industry is more or less tied up. The struggle has lasted for thirteen months and as yet neither side show any disposition to hang out the white flag.

Under such circumstances our local government should step in and demand in the name of the people of Nova Scotia a settlement of the questions at issue. It must be done sooner or later. Have we no men equal to the occasion?

## Rubs by Rambler.

Speaking of the disinclination of the privileged class in Britain to pay a just share of taxation, the British Weekly says:

Workmen are watching the resistance of many landowners to the law of the land. They are pondering the complaints of those whose possessions are so great that they find it a gross injury to be compelled to set them forth for the nation and the state. This is a temper which bodes very ill for peace. When the rich, already so rich and growing richer every day, adopt a policy closely approaching rebellion rather than pay their share, legally enforced of the burden of the state, what wonder is it that the thoughts of the masses should stray to anarchy? Dr. Lyman Abbot has spoken solemnly and weighty words to his countmen: "Our free institutions are threatened by two foes: plutocracy and mobocracy, lawless wealth and lawless passion. These are two serpents that have always come out of the sea to strangle liberty. They destroyed Greece, they destroyed Rome, they will destroy America. America as a self-governing community is as yet only in its experimental stage. We can hand it down to our posterity, purified and strengthened, only by being true to the oath which Abraham Lincoln, in one of his early public addresses, proposed to the young men of Springfield: 'Let every American, every lover of liberty, every well wisher to his posterity, swear by the blood of the Revolution never to violate in the least particular the laws of the country, and never to tolerate their violation by others.'"

The Free Coal League is in a mis-

erable plight. His best friend, the Halifax Herald, has turned savagely against him. Rambler quite approves of the Herald's changed attitude. It could not afford to support the League in his unduly and unpatriotic attitude. William is now, as far as I can discern, all alone in his glory.

Oh, no, I forgot, he has still Jas. B. left, and much luck may be being him. William's strong arguments for free coal were: (1) The rapidly accumulating wealth of the coal barons. (2) The high price of coal in Nova Scotia and the low price in Montreal. (3) The immense value to our mines of reciprocity. (4) The C. P. R. and G. T. R. greatly desire it and want they want should be complied with. (5) Free coal would give us access to a fifteen million ton market. The Herald aptly answers these questions in the following fashion:

(1) The Nova Scotian Mines have a secure but not a highly profitable market, but still too good to throw away completely. (2) As for the consumer of coal in Eastern Canada he probably would gain little from the removal of the Canadian duty. (3) A precarious opening in the New England States. (4) This argument is not referred to by the Herald, so on its behalf we reply that both railways were handsomely subsidized and are now making immense profits and can well afford to share with the operators who make small profits. (5) Our neighbors might grant free coal in a treaty, and yet make sale of Nova Scotia coal in the New England States practically impossible. Indeed, in Massachusetts that may be considered already done.

Though provincial papers are manifesting little interest in the subject it is satisfactory to see the Toronto News taking Nova Scotia's side. Says the News:

"There is the further important consideration that any check to the Nova Scotia coal mining industry would endanger the \$500,000 in coal mining royalties which make up one-half of the Nova Scotia government's total revenue.

A sacrifice of the St. Lawrence markets to the American companies, in exchange for a precarious opening in the New England States, would expose Nova Scotia's mines to grave dislocation and the new system of technical schools and other progressive ventures might have to go by the board."

The Crow's Nest Coal Company, being largely controlled by Mr. J. J. Hill and Americans naturally favors Free Trade in coal.

As for the consumer of bituminous coal in Eastern Canada he probably would gain little from the removal of the Canadian duty.

In all likelihood the United States coal roads would add the amount of the abolished import to their freight charges on coal for Ontario, so that the Ontario consumer would gain nothing by the change.

The average householder is not directly concerned in the issue, for anthracite coal, which he uses is on the free list."

Though we have been told by politicians that there will be no interferences with the Coal Tariff in any treaty, the following from the New York Herald, Ottawa Correspondent, and to be well informed, tells a different story:

Canada's attitude in the reciprocity negotiations which will begin about October 15 can be generally outlined. The policy of the Laurier government will not permit a treaty to go far beyond natural products. Although free trade in principle, the Liberal party has reared a protective tariff wall and will not expose the interests thereby sheltered to the competition of great industries in the United States.

For domestic political reasons in the West the treaty will do the Laurier government little good unless it contains a provision for lower duties on American agricultural machinery. It can be stated that the most important agricultural machinery manufacturing interests in Canada are in favor of reciprocal free trade in farm implements if repair parts as well as entire machines are free listed.

The government states that parts of Canadian machines sent into the United States are assessed at forty-five per cent., although harvesters and threshers and other whole machines bear only fifteen. Representatives of the International Harvester Company of America were greatly surprised when told of this. It appears that there may be a misunderstanding on this point which the Treasury Department could clear up.

It is expected that the negotiators will ask reduction of Canadian duties on a considerable number of American manufactures in return for concessions on Canadian natural products. Domestic conditions will not permit much progress in this direction. The Canadian Manufacturers' Association is vigorously opposing reciprocity. Some manufacturers, however, would like reciprocity either because they think they could make progress in the larger market offered by ninety millions of buyers, or because they hope to get at better tariff rates the semi-raw materials required in manufacture of their products. The Canadian steel industry, now undergoing a period of merging and stock expansion is already crying for greater protection.

In natural products the position of the Dominion government will be practically that of the Canadian Tariff Act of 1879, which provided for free entry of animals of all kinds, vegetables, plants, trees and shrubs, coal and coke, hop, peas, beans, barley, rye, oats, Indian corn, buckwheat and all other grain, butter, cheese, fish, lard, tallow, meats and

lumber, when similar articles were allowed free entry into the United States.

Ontario will welcome a reduction of American duty on coal. Nova Scotia dreads it. Formerly Nova Scotia was keen for reciprocity in coal. The little province's coal has captured the big Montreal market. Massachusetts has enacted a smoke law which prohibits the use of high volatile coal in Massachusetts cities. Nova Scotia coal will be barred from a market there even if the tariff is lowered, say the Bluenose miners.

Under the title "Are Trade Unions Doomed?" Mr. Philip Snowden, M. P., has an outspoken article on the labor crisis in the current number of the "Christian Commonwealth." He expresses the belief that the position is so serious that unless wisdom can prevail, and unity be restored, the trade unions of this country, which have been built up by enormous effort and sacrifice, and have done incalculable good to the community at large are going to be disintegrated and destroyed, and with that destruction the workers will lose the means which have afforded them the largest measure of protection in the past, and which hold the promise, if rightly used, of far greater usefulness in the future. Mr. Snowden says that the lockout in the shipbuilding industry has brought to the point of decision one way or another a question which has been growing more and more urgent for some years. The defiance of discipline by a section of the members of a union, which is responsible for the lockout, is not a feature of recent development in trade unionism and confined to the boilermakers. "The whole case," he goes on, "is confined to the fact that a number of the members of a trade union, bound by the first principle of unionism to be loyal to their comrades, have deliberately broken an agreement, defied their responsible officers and broken faith with the other trade unions who are parties to the agreement, and have set up their own judgment in defiance of everybody and everything.

If this sort of conduct is to be tolerated, if a pledged word is to be lightly broken whenever it suits the whim to do so, if a handful of men are to be free to bring a great industry to a standstill at their own impulse, to inflict untold privation upon tens of thousands of honest people, and to all this in the name of democracy, then democracy becomes an intolerable instrument of tyranny, and ordered government must give way to anarchy and chaos. The consequences of irresponsible conduct by members of a trade union under modern industrial conditions are so serious and so far-reaching that it becomes an unpardonable act of treachery to the organization for a small section to assume authority which is not their own, but one which they are expressly forbidden to exercise by the rules of their own organization. Trade unions, Mr.

Snowden continues, "have been the most perfect examples of democratic organization yet devised. We have looked to them to develop into democratic political state. If they fail then the outlook for the workers in this country is black indeed. There will be no political democracy, either Socialists or other which is founded on the democratic trade union. This is not a time for weakening its position by internal conflict. The attacks from outside are increasing in number and in strength. If such conduct as led to the present lockout in the shipbuilding trade and is threatening other industries is not stopped by the wisdom and judgment of the overwhelming majority of the members of the unions, then trade unionism will speedily lose the greatest asset it has, namely, the good opinion and sympathy of the community at large."

The question is frequently asked as to the possibility of using tidal energy. It is, however, not seriously realized how much water is required to obtain one horse power when the fall amounts to only a few feet. With a tidal rise and fall of ten feet we should require a flow of nearly two tons of water per minute to generate one horse power, with a good modern turbine, even supposing that the full head could be realized. As a matter of fact, the average head would be only five feet, and hence the quantity of water would have to be proportionately increased. The storage of such large quantities of water would, except in peculiarly favorable circumstances be altogether excessive, and, in any case, a turbine working at such low and variable heads would be both costly and inefficient. The one place where the tidal flow reaches anything like the necessary height to make the scheme commercially practicable is in the Bay of Fundy, and there is the possibility that this particular locality may be considered for a power scheme in the future.

Those who know Mr. Dick, of the Dominion Coal Co., know that the thing next to his heart after selling coal is a good joke. The following reference to Mr. Dick in the Amherst News is deliciously put, but we are inclined to think it is largely poetical. Mr. Cowans and Mr. Dick know each other thoroughly, and if the former really handed over his St. John interests to the keeping of "Sandy" he surely knew what would almost certainly follow. If Mr. Cowans says it true, and Mr. Dick follows suit, we will begin to believe it:

"The Co. succeeded in getting the mine in running shape again on Monday, giving a surprise to many who were predicting that the fall would not be cleared away inside of two weeks. Some coal was brought up on Monday, and by Wednesday the Co. were able to reach their normal output again. It was rumored for a day or two that the Co. intended

opening up the North Slope again this fall, and had already commenced work clearing away for new men but this has been officially denied, it being stated that the Co. is now producing as much coal as they can find market for at the present time. The loss of the C. P. R. contract for a period of three years is one of the most serious phases of the strike that has been published for some. The C. P. R. formerly took in the vicinity of 40,000 tons from Springhill, and when Alex. Dick of the Dominion Coal Co. agreed to look after Mr. Cowans' interest while the strike was on, the Co. were not expecting that he would do it in such a generous manner that they would not be able to get it back again. But the Dominion Coal Company supplied the C. P. R. with the very best steam coal that this mines could produce, and were withal so affable about it, that the big railroad made a contract with them for three years. Hence a good many miners will be without their regular work, even if the strike were settled here, which no one expects at the present time."

The Royal Commissioners on Technical Education are doing Ontario and are having a royal time; and they are doing good work too. Perhaps the best piece of work they have to be credited with is the conversion of James Simpson from the evil of his way; and we are told what is the reward of the man who does that for a sinner. It was scarcely to be expected that Mr. Simpson—we won't call him Jimmie any more—could long travel in the company of Dr. Robertson and John Armstrong without 'experiencing' a change of heart. Mr. Simpson's renunciation of socialism will have likely a stunifying effect upon the Glace Bay Jimmie. This is what the despatch from Toronto says:—"Mr. James Simpson, chairman of the Board of Education, member of the Commission on Technical and Industrial Education, and up till yesterday one of the foremost leaders of the Socialist party, has resigned from the latter body. Though this has been predicted for a long time when the news leaked out it caused no mild sensation. The rupture is over the refusal of Mr. Simpson to make known the nature of his report on technical education to the Socialists before submitting it to the government."

If the farmers of the West are calling out for reciprocity, the farmers of the East should set their faces against it. Those who should know best affirm positively that reciprocity in coal would seriously cripple the coal trade of the Province. The mines cannot be crippled without the effects

extending to the farmers, and indeed to all classes in the Province. The briskness in the coal trade during the past ten years has been of immense benefit to the farmer especially of the mining Counties. If expansion is hindered and growth retarded, then surely it will be a bad day for the tillers of the soil. They were never better off than at the present time and it cannot be in their interest that there should be any interference with the present order of things. The little advantage that might accrue to farmers through a reciprocity treaty would be far more than counter-balanced by the lessened and less profitable market they would have for their products. It behooves all classes in the community, in the Province to say to the federal authorities "No treaty that will interfere with the prosperity of our coal mines."

#### NEW BRUNSWICK OIL SHALES.

It looks at present as if New Brunswick would lead Nova Scotia in the establishment of extracting and refining oil from shales. Mr. J. M. McSween—Jack—formerly of the Dominion Coal Co., and who, from his long experience prospecting for and operating out shale deposits, may be termed an expert in oil shales, has received instructions to proceed to the Calhoun oil shale property in Albert Co., N. B., and get the shafts and slopes ready for the inspection of experts who sailed from Europe on Oct. 1st, for the purpose of looking over the possibilities. It is about eleven years since Mr. McSween first started with this company in the Westmoreland and Albert fields. He knows the ground well from Elgin to the famous old Albert mines, which produced a coal called Albertite, unequalled as an oil producer. Unfortunately the Albertite was pockety and run out or was lost. The Record is informed that the prospects for development are bright, though little is either said about the property or given out for publication. The owner of the areas, Col. Calhoun, has been in Britain for the past two years and it is understood that a company is being formed there with a capital of five million dollars. The plant which is to be up-to-date is calculated to cost a million and a quarter dollars, and will include retorts, crushers, breakers, refineries and a line of railway five miles long, connecting with the Salisbury and Harvey railroad. The chief supervisor of the work will be J. Edw. Calhoun, with J. M. McSween as second. The property has been thoroughly prospected and mine from two 8 feet veins can be started on short notice. These veins of shale, it is asserted, show by analysis a larger yield of

oil than those worked by the Pumpherson Company, in Scotland, and which enable the company to pay a fifty per cent. yearly dividend. It is also stated that the Calhoun property shales show a much greater yield of bye products than the shales of the Scottish company. Should developments proceed as expected The Record may have opportunity to return to the subject.

#### DEAN AND DISCIPLINE.

Speaking at a great Friendly Societies' Camp meeting at Norwich in connection with the Maritime City Centenary, the Dean of Norwich (Dr. Russell Wakefield) said self-denial and self-sacrifice were the characteristics of the friendly societies, 'tho' these were the most unpopular qualities among a good many people. These societies taught the lesson that self-pleasing meant neither happiness nor usefulness. Friendly society men practised self-denial week all the year round for the benefit of those near and dear to them. These societies, moreover, emphasized the idea of brotherhood, and helped to make the national character stable and steady, and full of grit and determination. The national character was certainly in danger in these respects. Discipline was one of the essentials of to-day; and these societies presented a fine example of discipline and wise regulation. An illustration of the danger of becoming slack in discipline was to be seen in some of the very organizations which existed as a rule by and through discipline. Time was when people spoke of the existence of trade unions as dangerous. Now we were face to face with something entirely different. People were now saying how dangerous it would be for the nation if the trade unions lost their power of disciplining their members. He said to the manhood of England that it would be a terrible thing if, now that Labour was organized and had to some extent entered into its own, it should spout all that it had done by being anarchical, and saying that it would not submit to proper rule and discipline.

A Cardiff boy was allowed a day off from school to celebrate his birthday, and in his glee jumped about until he fell into a filled copper boiler, and was terribly scalded. Although he recovered, the skin never returned to his right arm, so his two sisters, aged sixteen and thirteen, volunteered to undergo a skin-grafting operation. This was done successfully, the elder girl undergoing one, and the younger two operations, which have left indelible scars. The lad realizes and is grateful for his sisters' self-sacrifice.

## AROUND THE COLIERIES.

The Acadia Coal Company are asking tenders for a large quantity of brick. It is possible there may be a scarcity of this building material this fall.

The men at the Drummond colliery say they are not mining so much coal as they would like owing to the hardness of the mining. It is to be hoped that the hardness will soon be left behind.

Work is busy at Inverness and the prospects excellent. September shipments show a fine gain over the corresponding month of 1909. Work is expected to continue brisk indefinitely.

It is expected that the Royal line of transatlantic steamers will bunker in Halifax the coming winter. That should mean a good deal for Inverness.

It is reported that a new lift is to be sunk at the Acadia colliery. The Record's information is that while such is under consideration and the probabilities in its favor, nothing definite has so far been decided upon.

More men are being taken on at the Acadia and there is a slight improvement in the output. The great difficulty is to get loaders and this drawback is not confined to any one locality, but is general. If this disinclination of men to work loading continues there will surely come a change in the system of coal getting.

Men in large numbers are still holidaying at Sydney Mines. The miners and other workmen are making such good wages that they lack a stimulus to steady work. If the management were to have an excess of men these absentees would be the loudest croakers.

Mr. Harry Coll has in contemplation the starting of miners instruction and debating societies, where subjects of a practical nature would be taken up. There are many subjects that could well be discussed, such as that of the proper use and handling of explosives. Again the latter question would offer the opportunity to bring out ideas that might tend to a solution of the knotty point.

The Glace Bay socialists are a little put out that the British trade unionists have kicked over the traces that is, come to the conclusion not to exact the socialist pledge from labor representatives.

The delegates from Nova Scotia who went to the Explosives Conference at Ottawa, did not come back puffed up with knowledge. The proceedings were not quite so interesting as they anticipated and in short they were disappointed in not getting their money's worth.

The Port Hood mine did not, in production, so far this year come up to expectations. The new management contemplate doing some necessary development work underground. There is a tendency in many mines to neglect dead work, until absolutely necessary, in order to keep down charges. The best policy is the scriptural one, to scatter so as to increase. Additional boiler power is necessary on the surface if the output is to be largely increased.

Out of one working place in the Allan shafts the large quantity of 45 tons has been taken out in one month. There are lots of places where 250 to 350 tons can be seen all ready to be blown out. The top of the places, or say the roof, is not visible to the naked eye of a person standing on the pavement. It would be an experience to some of the old miners to have a look at these high places.

The furnace at Sydney Mines, of the Nova Scotia Steel Co., is maintaining its splendid record since relining and alteration. Working out the old Scotsman Jamieson's formula the management in relining detracted from the height of the interior of the furnace with the most gratifying results. The furnace was built for a production of 170 net tons a day, whereas the average production since the restart is no less than 250 tons per day. This is a big 'economy.'

It is supposed that Mr. B. F. Pearson's recent visit to the other side was not without significance for the future of the North Atlantic Collieries Co. It is said 'things look good' for the addition of capital. It is proposed to sink the long talked

of shaft to the Blockhouse seam and generally make improvements that will double the present production. This is needed. So far the colliery has not produced the quantity daily that those interested looked for. The new management, it is hoped, will make good.

A miner at a colliery near Manchester absented himself from work because his wife dreamed that she saw him injured in the pit. Next day he went to work and was killed by a fall of coal.

### COAL OUTPUT OF FIVE COUNTIES.

According to the official statistics issued, the output of coal in the five principal coal-producing countries last year was as follows:

	Tons
United Kingdom.....	263,774,000
Germany.....	146,507,000
France.....	36,634,000
Belgium.....	23,182,000
United States.....	390,336,000

The aggregate output was thus 809,000,000 tons, or an increase of 23,000,000 tons on the output of 1908, but less by 36,000,000 tons than that of 1907.

As compared with its population, the production of coal in the United Kingdom still surpasses that in the United States. It amounts to six tons per head, while in the United States it is four and half tons per head; in Belgium it amounts to three and one-fifth tons per head, in Germany to about two and a quarter tons, and in France to under one ton.

In 1908 the output of British India amounted to 12,770,000 tons, an increase of about one and a half million tons compared with 1907.

In both Australia and Canada the output has reached about 10,000,000 tons per annum. In Australia the output of 1908 (10,194,000 tons) was greater than that of 1907 by half a million tons; whilst the Canadian production (9,720,000 tons) increased by 325,000 tons.

In New Zealand a small increase occurred, and the aggregate output of the colonies now forming the Union of South Africa was greater in 1908 than 1907 by 259,000 tons. In British South Africa as a whole the annual production is now nearly 5,000,000 tons.



Persons employed in coal mining in 1908 were as follows: United Kingdom, 966,300; United States, 630,400; Germany, 591,000; France, 191,000; and Belgium, 145,300.

Both the gross and net export of the United Kingdom and of Germany in 1909 were the greatest recorded. The total quantity exported from the United Kingdom during 1909 was 63,677,000 tons, as compared with 62,547,000 tons and 63,601,000 tons during 1908 and 1907, respectively.

The imports of coal into Germany in 1909 amounted to 13,294,000 tons, about two-thirds of which were obtained from the United Kingdom.

The imports of British coal into Germany during the year 1907 to 1909 have been on a scale more than twice as large as ten years earlier.

The consumption of coal in the United Kingdom last year was 177,745,000 tons, and in Germany 129,738,000 tons; whilst the provisional figures for the United States are 379,659,000 tons.

Returns have been obtained showing the total quantity of coal brought to London by railway, canal and sea (coastwise). The total quantity brought into the area within a radius of fifteen miles from Charing Cross in 1909 was 16,737,741 tons, as compared with 16,240,829 tons in 1908, and 16,572,857 tons in 1907.

#### IN A HURRY.

The Department of State, under President Taft's direction, has made all preparations to act as soon as word is received from Ottawa, indicating the intentions of the Dominion Government concerning the proposed reciprocity negotiations. With the return of Sir Wilfrid Laurier and the various cabinet ministers to the Canadian Capital, and with the recent arbitration at The Hague, eliminating the Newfoundland fisheries dispute from all controversies, the ways have been cleared for negotiations for commercial agreements between Canada and Newfoundland respectively on one side and the United States on the other. Mr. Knox, the United States Secretary of State, four months ago advised the Ottawa Government, through the British Embassy, of the readiness of the United States to negotiate in accord with the understanding reached when Canada was granted minimum tariff rates, and in turn conceded to the United States intermediate tariff rates.

#### AMERICAN UNREST.

Closely allied to the financial unrest of America are the labour troubles

and the frequent strikes, with all that they involve in bitterness of spirit and danger to life and property. Labour is restless and resentful—and I cannot pretend to regret it, for in the circumstances anything is better than dull lethargy and careless decadence. The American railways are congratulating themselves that last year they killed fewer passengers than usual—only one in every 3,523,606 carried. But the fact remains that the total of employees maimed and slaughtered is disgraceful. Last year 8,722 people were killed, and 95,626 injured on the American railways and most of them were employees. How long will labour stand this wicked and unnecessary massacre? The strike in the steelworks at Bethlehem six months ago, has been the subject of a long and careful inquiry, and the result shows that before the strike a large proportion of the men worked twelve hours a day, and at least 28 per cent. of all employees worked regularly seven days a week. It was found that 71 per cent. of the 9,184 men employed earned less than 9d. an hour and 31 per cent. earned less than 7c. an hour. In one year there were 927 cases of injuries amongst the men, and twenty-one lost their lives.

#### RAILWAY PROBLEMS.

As President of the Engineering Section of the British Associations, Professor W. E. Dolby dealt with British railway problems. Among the most serious problems is that of the construction of a locomotive that will not lose time in getting up starting velocity.

The tractive pull of the engine may be analysed into two parts—one the pull exerted to increase the speed of the train, the other the pull required to maintain the speed when once it has been reached. For an express train the number of seconds required to attain the journey speed is so small a fraction of the total time interval between the stops that the question of acceleration is not one of much importance. But for a local service where stops are frequent the time required to attain the journey speed from rest is so large a fraction of the time between stops that this consideration dominates the design of the locomotive, and, in fact, makes it desirable to substitute the electric motor for the locomotive in many cases. The problem is to provide an engine which will get into its stride in the least time consistent with the comfort of the passengers. The average speed of a locomotive on local service is low. The greater part of the time is occupied in reaching the journey speed, and the brake

must then often be applied for a stop a few moments after the speed has been attained. In some cases the stations are so close together that there is no period between acceleration and retardation.

The utmost possible in the way of engines worked by steam was practically reached in the Great Eastern "decapod" with ten coupled wheels.

The equivalent of the boiler power of a dozen locomotives can be instantaneously applied to the wheels of the electric train, and every axle in the train may become a driving axle. Thus the whole weight of the stock including the motive load may be utilized for tractive purposes. If, for instance, the train weighed 200 tons, then a tractive force equal to one-fifth of this, namely, forty tons, could be exerted on the train, but uniformly distributed between the several wheels, before slipping took place. The problem of quick acceleration is therefore completely solved by the electric motor.

Professor Dalton shows how 'power signalling', which is taking the place of the old-fashioned method of manipulation of cabin-box mechanism, is vastly reducing the physical labour of the signalman, and at the same time accelerating and increasing the precision of the signalling. He described the method of power signalling by the 'all-electric', the 'low-pressure pneumatic' and the 'electro-pneumatic' systems.

The speed at which traffic can be operated by this system of power signalling is remarkable. At Earl's Court junction box forty trains an hour can be passed each way—that is, eighty per hour—handled by the one signalman in the box. As the train approaches the box both its approach to the section and its destination must be notified to the signalman. When it is remembered that with ordinary signalling, to take an express train, for example, a signalman hears some twenty-four beats on the gongs in his box, and sends signals to the front and rear box which give altogether some twenty-four beats on the gongs in these two boxes, forty-eight definite signals in all, for every express train he passes into the section which his signals protect, it will be understood that the system must be profoundly modified to admit such a speed of operations as eighty trains per hour per man. The modification is radical. No gong signals are used at all. There is a small cast-iron box standing opposite the signalman with fifteen small windows in it, each about 1½ inch square. Normally each window frames a white background. A click in the box announces the approach of a train, and a tablet appears in one of the empty windows showing by code the destination of

the train. The signalman presses a plug in the box, a click is heard, and a tablet is seen in a precisely similar apparatus in the next box. When the train passes the man presses another plug and the tablet disappears.

#### COLLECTIVE BARGAINING IN GREAT BRITAIN.

Collective bargaining is the very essence of trade unionism. But collective bargaining presupposes a collective keeping of the bargain when made. The advantages of combination in the making of a bargain are manifest, and the plea that employers should recognize trade unions has generally had the support of public opinion, because the public has felt it desirable that Labour should have the right to bargain collectively. Trade Union leaders, whose word was as good as their hand have been in the past trusted by the men and respected by the public. Many very fine types have been produced, and, in scores of cases, the responsibility of leadership developed in them remarkable gifts of diplomacy. Most of them had considerable influence with masters as well as men, and there are many who have won for themselves public positions which they adorn. Character always tells, whether in the workman or the master. It is character that has brought these leaders to the front, and it is by force of character that they have maintained their influence. Certain events of late have had, however, a very disquieting effect. This is not the first case in which some of the rank and file of the unions have acted precipitately without waiting for the advice of their leaders. But it is the first case where, on a considerable scale, men have accepted an agreement made for them by their leaders and then proceeded to break it. That is not playing the game. It is not honest. It is a breach of faith and though the masters have acted in drastic fashion, their main contention is right. All the ethical considerations are against the men, whose plain duty it is to carry out the bargain made in their name. The very foundations of our Christian morality are undermined when bargains deliberately made are repudiated. The men who have caused the trouble will no doubt say that their only chance of getting what they want is to strike at a critical moment. That may be true in the ordinary way, but in this case they had deliberately agreed not to do so for a definite period. They may feel that the bargain was wrong. That does not matter. They entered into it with their eyes open, and until the period has expired breaches of the

agreement cannot be condoned. Otherwise the usefulness of collective bargaining is at an end. Entirely apart from the ethics of the matter, those men who are refusing to honor the bargain made in their name are doing a great disservice to the cause of trade unionism.

#### THE OSBORNE JUDGMENT

At the Trade Union Congress at Sheffield Mr. Haslam delivered the Presidential address. By the acknowledgment of all parties the spirit of the president's address was calm and statesmanlike. He urged upon the members of the trade unions the absolute need of loyalty and discipline if their agreements were to be respected. Acknowledging that unnecessary delay took place in the settlement of some minor difficulties, Mr. Haslam said that their object should not be the breaking of this agreement by individual actions, but rather the expediting by proper rules and regulations of the settlement of their disputes. He thought he was voicing the opinion of the Congress when he said that they trusted that the disputes now hovering over them as a black cloud would soon clear away. On the Osborne judgment Mr. Haslam expressed the view that nothing short of the reinstatement of the unions' position previous to this Osborne judgment could be accepted. From eighteen hundred and seventy-four onwards the funds of trade unions had been applied to the purpose of paying and returning members to the House of Commons. It was only through the formation of the Labor Party some ten or eleven years ago, when the forces of labor as representing the trade union movement and the Independent Labor Party, were brought together, that objections were taken. But he did nothing to meet the difficulty that is recognized by fair-minded outsiders. Is it right that trade unionists who happen to be anti-socialists should lose the whole benefit of their subscriptions to their unions, or else help to pay Socialists to oppose their own views in Parliament? The Conservatives are slowly coming round to the State payment of members and election expenses, and we believe that the Liberals would be practically unanimous on this point. But if this remedy is rejected by the Laborists, they must find another. They must recognise cases of conscience, and they must do nothing to drive anti-Socialist members from the trade unions, and compel all trade unions to be of one political color. We are inclined to think that the reasons which, practically, all the world over, have led to the payment of members of Parliament must, in the end, prevail here. But, as yet, politicians are keeping their minds open, and are willing to consider any feasible plan that may be suggested. It is very difficult to suppose that any party will accept a coercive policy in the sense of the reversal of the Osborne judgment. The measured

and responsible style of the Labor leaders gives hope of a solution that may commend itself, a solution that shall not contravene the first principles of liberty.

#### WIRED GERMAN INVENTION

Two Germans—the electrical engineer, Christopher Wirth, and one manufacturer, Christopher Beck, —have invented a ship whose engine can be started or stopped, and whose helm can be controlled by the electrical waves communicated without wires to a receiving apparatus on board the mysterious vessel by a sending apparatus on shore similar to that required for wireless telegraphy. By means of these electrical waves, a gun on board the ship can be fired and signals can be transmitted both by flashlight and by beils. All these wonders are possible within a radius of eighteen miles from the wireless station on shore, which transmits the controlling force to the vessel. The practicability of the new invention has been demonstrated before numerous experts by exhaustive experiments on the Duizendich, a large expanse of water near Nuremberg, with a motor boat, the Prinz Ludwig. Messrs. Wirth and Beck state that their system can be applied with equal facility to airships and submarine vessels. With its help it would be possible, without risking human lives, to block the entrance of a fleet, to the midst of a hostile fleet, and steer an unmanned airship to a harbor, direct an unmanned sub-  
over hostile positions.

#### GEORGIAN BAY CANAL.

Sir Robert Perks who has been spending six weeks in Canada in connection with the new drydock at Quebec, and the Georgia Bay Canal, left Ottawa yesterday for New York and sails on October 1 for England. The canal from the Great Lakes to the St. Lawrence, will, he said, when started give employment for eight or ten year's directly or indirectly to 15,000 skilled and unskilled workmen. The ultimate effect of this waterway, opening up as it would the Great inland sea of Canada for the first time to the ocean going ships of the world, could hardly be exaggerated.

The Hon. John Verran, Prime Minister of South Australia, said he was proud to know that most of the members of his Government were strict teetotallers. No man need expect sympathy with the liquor traffic from his party.

Edinburgh's necessitous children are being fed on porridge instead of the customary soup and bread. Porridge is more economical, the children prefer it, and the teachers' verdict is that they have "thrive amazingly."

The Bishop of Sheffield in a sermon to Labour delegates, said that there was no stronger critic of the workman who drinks than the workman who thinks.



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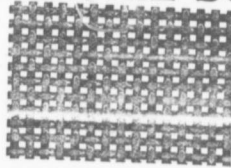
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53	51		54	52
P. M.	A. M.		P. M.	A. M.
3 39	10 43	P. TUPPER JUNCTION	3 45	11 09
3 25	10 29	INVERNESS JCT.	3 35	11 11
3 17	10 29	PORT HAWKESBURY	4 08	11 30
2 09	10 12		4 13	A. M.
P. M.	10 07	PORT HASTINGS	4 25	
	9 57	TROY	4 30	
	9 44	CRIGNISH	4 38	
	9 27	CRAIGMORE	4 50	
	9 06	JUDIQUE	5 15	
	8 55	CATHERINE'S POND	5 18	
	8 44	PORT HOOD	5 23	
	8 33	GLENCOE	5 33	
	7 51	BARBO	6 15	
	7 50	GLENDYRE	6 29	
	7 33	BLACK RIVER	6 48	
	7 12	STRATHLOUNE	7 10	
	6 55	INVERNESS	7 10	
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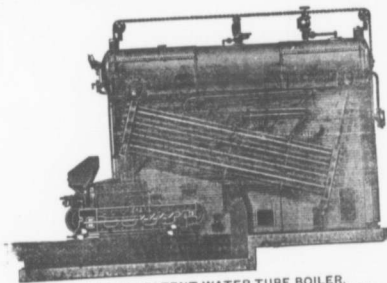
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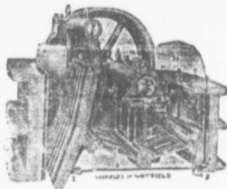


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Volatile combustible matter	18.94 %	27.53 %	28.41 %
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	5.8 %	.70 %

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