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# MARITIME MINING RECORD AND COAL AND METAL TRADES JOURNAL

Dr. R. Bell  
Geol. survey dept.

Cumberland. \* Pictou. \* Cape Breton. \* Inverness

New Series Vol. 11 No. 18 MARCH 24th. 1909 STELLARTON, N. S.

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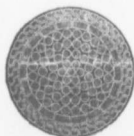
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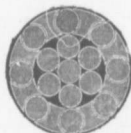
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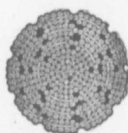
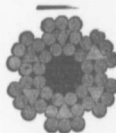
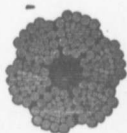
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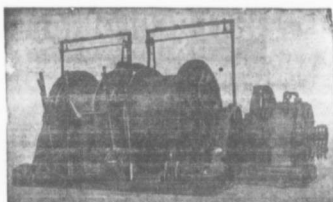
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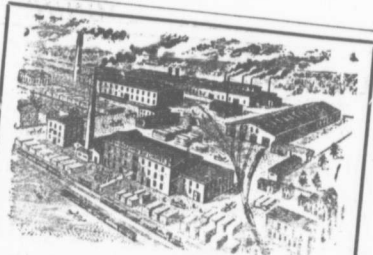
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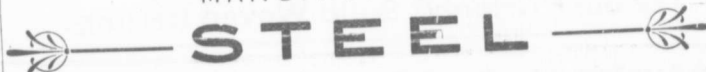
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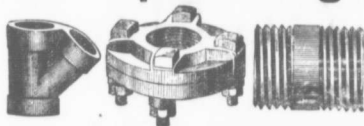
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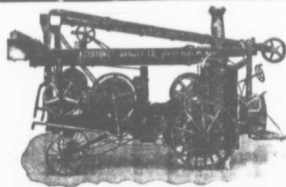
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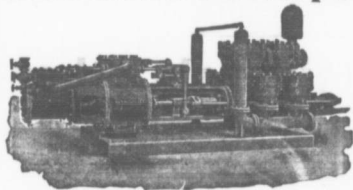
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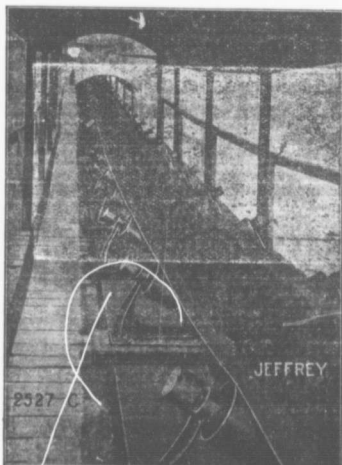
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# MARITIME MINING RECORD

Vol. 11, No. 18. Stellarton, N. S., March 24th. 1908. New Series

## SELECTED QUESTIONS AND ANSWERS.

(Science and Art of Mining.)

### FIRES IN MINES.

Q.—When a coal seam is on fire underground, how should it be isolated to prevent the fire spreading to other parts of the workings?

A.—An underground fire is a thing to be dreaded, both by employers and employes, for it is attended by danger to the property of the former, and to the lives of the latter.

When a fire has actually broken out, steps must be quickly taken to withdraw all men from the danger zone, and prevent the fumes from entering other parts of the mine.

In all mines liable to spontaneous ignition, some method of working should be adopted, by which barriers of solid coal are left between each district. Each of the latter should be ventilated by its own current of air, which could be cut off when the fire was discovered, without affecting the other parts of the mine.

The method usually adopted to isolate such fires is to build substantial dams of brick and sand in all roads where the air current can gain access to the affected district.

This is done to keep the oxygen of the air from feeding the fire, and causing it to spread to other parts or over a larger area.

The method of stopping off a fire by brick dams is largely adopted, and has many times succeeded in extinguishing such. In mines liable to fires, as I have stated, some special method of work should be adopted, and positions in the intake and return chosen where the stoppings can be quickly built in event of a fire occurring.

It is a good plan to prepare these places before hand, so that the smallest margin of time will be lost in finally closing up the district. This is usually done by cutting into the sides, roof and floor of the road to a depth of about two feet. These grooves are then bricked up with bricks and cement, and tightly packed with dry sand. When the fire has broken out, the bricking is continued till the roadway is completely bricked up. Two or three of these brick walls should be built a short distance from each other, and the space between packed with sand or ashes.

The position chosen for the erection of the dams must be one where the strata are of a strong nature, free from cracks and fissures, and it should be cut out by hand, no explosives being used, as these are liable to shatter the rock and make it impossible to have an air-tight dam.

The men engaged in erecting the stoppings should be experienced, strong, and healthy, and should work in relays, one set of men resting in the fresh air waiting for their turn, and ready to render assistance in case of accident.

In building these dams it is well to have some arrangement attached by which the pressure behind can be released before the stoppings are taken out again, or there may be the danger of the stoppings being blown out when they are partly taken down.

Great care should be taken when taking the stoppings down, because the gases confined may be of an explosive or poisonous nature, carbonic oxide (CO) always being present, and it has both the above properties.

### VENTILATION.

Q.—What is meant by splitting and regulating air currents?

A.—When we speak of splitting air-currents we mean the dividing of the main air-currents into a number of smaller ones. At one time, instead of the air being carried round the mine by means of separate ventilating districts, it was conveyed by one continuous current. This way of conducting the air round the mine had many drawbacks, and as the systems of working the seams of coal changed fresh methods of ventilation also changed. The best method of work, however, suitable for the "splitting" of the air-currents, is long wall advancing. In this work, the seam is divided into separate ventilating districts, and may, if desired to comply with the Act, be termed a separate mine. These districts are ventilated by splits from the main air-way leading from the downcast shaft, the splits commencing as near to the downcast shaft as possible, and returning into the main return air-way as near to the upcast shaft as possible, obtaining, if possible, a uniform velocity in the splits where they join into the main return. By this method of ventilating many advantages are gained, a few of which are as follows:—

- 1.—Ventilation becomes more efficient.
- 2.—Each district gets a fresh supply of air instead of having it mixed with air which has travelled round other parts of the mine.
- 3.—When gas is given off, or blasting fumes are present, one district has no effect upon the other, likewise, when fire exists underground the districts may be separate from one another.
- 4.—The quantity of air is increased without any addition to the power of the fan engine.
- 5.—The velocities of the air-currents are reduced,

which is of considerable importance, especially in a fiery mine.

The above are the chief advantages which are gained by splitting the air currents in mines, but below are a few items which require attention when this method is adopted:

1.—Never allow the air-currents to get below a velocity of four feet per second, as if allowed to do so, it may get too sluggish to clear away the gas given off from the coal and strata.

2.—The air from the splits should be guided into the main return by means of a brattice sheet, placed in a curvilinear line where it joins the return air.

In answer to the latter part of the question, I may say that all those connected with mining know that, unless the air is regulated by some means or other, it would naturally take the easiest route, which would be from the downcast to the upcast shaft, which, of course, would not serve the purpose required.

The methods made use of for the above purpose are 1. Doors; 2. stoppings; 3. air crossings; 4. brattice sheets; and 5. regulators.

1.—Doors are placed between the intake and return air-ways, so as to prevent the air taking the nearest route to the upcast shaft. When doors are to be fitted up, a suitable portion of brickwork with framework of door is built, the door being fitted on to close in the same direction as the air is travelling. The door should be so fitted that it will fall too of its own accord.

2.—When the air is required to be kept from any part of a mine, brick or stone stoppings are built; these may either be single or double, as required according to circumstances.

3.—Air crossings are used for the purpose of carrying one current of air over another. There are two principal kinds of air crossings. One is made by ripping down the roadway a short distance from where the air crossing is to be built, and raising the road to the height required by the dirt ripped down; brickwork is then built on either side and the bridge constructed by timbers. The stronger type is made by driving a drift over the roadway it is desired to carry the air over.

4.—Brattice sheets are used where doors would offer too much resistance to the passage of the air-currents, but where some resistance is necessary for the proper directing of such. They are also used in headings and drifts to divide the road into an intake and return for the purpose of ventilation; another purpose to which they are put is to keep cavities in the roof clear from gas. When used for the latter purpose they are not placed close to the roof, but an open space is left to allow the air to enter the cavity. When fixing these sheets they should be placed about two feet from the cavity towards the approaching air current. This causes the air to be directed into the cavity in the roof.

5.—Regulators are used when it is necessary to restrict the quantity of air passing in any particular part of a mine. The regulator consists, in its proper form, of a section of brickwork built across the air-way. In the brickwork a suitable open space is left into which a shutter is fixed. This is so fixed that the area of the open space may either be increased or decreased according to requirements, thus allowing the quantity of air to be regulated as desired. The most common form of regulator is a hole placed in the brickwork of a ventilating door.

#### BRITISH v. GERMAN WAGES.

The deputation of textile workers from the heavy woolen districts of Yorkshire, which recently visited Germany for the purpose of inquiring into the conditions of the working classes there and comparing them with home conditions, has found that one of their number has absolutely declined to sign the official report. This gentleman, Mr. Wilson, is the only one of the five members of the deputation who has any personal knowledge of German conditions, having lived there, and speaking the language. In an interview, he has shown that during the fortnight the deputation was away only about twenty-four hours were spent in German factories. He positively declares that the British worker is better off altogether than the German, that there is no comparison between the home of a German workman and that of a British workman. "You never see a piano in a workman's home in Germany, and very little furniture," said Mr. Wilson. He added that the German factories worked on Saturday afternoons, and there were no such attractions as football matches. Three of the deputation—Messrs Wilson, Parr, and Thompson—are still as convinced Free Traders as ever.

#### A PLUCKY PIT BOY.

##### INTERESTING SCENE IN A LONDON HOTEL.

Dressed in a well worn coat and corduroy trousers, with a faded blue shirt and iron bound clogs, a pit boy stood in the midst of a fashionable throng at Claridge's Hotel on Monday afternoon. He was Harry Murten, aged 17, who had come from Barnsley to receive the silver medal of Our Dumb Friends League for his pluck in risking his own life to save that of a little black colliery pony named Prophet. The incident happened at the Woolley Colliery, where Murten and the pony have worked together for four years. The pony, pulling three empty trucks, was being driven by the boy up an incline in the colliery workings when the roof cracked above them. Earth and stones fell all about them, covering the three trucks, but instead of immediately rushing from the spot Murten stayed behind and liberated the pony from the trucks. A moment afterwards ten tons of earth fell where the pony had been standing. "Had I left poor old Prophet he would have been dead for sure," said the lad. Just as he would have stepped from the cage at the pit head Murten came forward at Monday's meeting. A lighted safety lamp swung in his left hand, and for the purposes of a faithful representation his face was blackened with coal dust. The heartiness of his welcome overcame his shyness, and he managed a half-bow and smile of thanks as Julia, Marchioness of Tweeddale handed him the League medal.

In the Lemieux Act it is stated that no interested person is to be appointed on a Board of Conciliation. Is it not then a most peculiar thing that the Department of Labor should have appointed D. H. McDougall as the men's representative. In the application for a Board it is claimed that certain ones are being discriminated against because they are members of the U. M. W. Mr. McDougall is president of the district local, or whatever it is called, of the U. W. A., and receives a salary of \$90.00 per month. Will any one say he is not an interested party. A protest it is said has been lodged against his appointment.

## GOLD MINING IN NOVA SCOTIA.

## "JOHN BULLS" WARNING TO INVESTORS.

We hear that there are men over from Nova Scotia trying hard to sell certain gold mining concessions and mines at a place called Wine Harbour, situated in Guysboro County, Nova Scotia. Although notorious in the province itself, Wine Harbour is practically unknown in this country. It may be useful to say a word or two about these properties. There are five mines, named respectively, the Plough Lead, Old Provincial, Napier, Eureka, and Barachois mines.

In the first place they are all idle and full of water. These particular properties have at different times in their ill-starred career been responsible for the loss of enormous sums of both British and American money. The Old Provincial in particular, practically ruined a wealthy Boston man, who, from start to finish, dropped close upon a million dollars before he gave in. He spent a matter of \$350,000 in installing a complete electric plant to work the property. Upon his failure, the creditors seized everything, and put the mine up for auction as a going concern. It brought \$4,200—about its true value—at the sale. This took place quite recently.

With regard to the Plough Lead. This mine is no different from the generality of gold properties in Nova Scotia, inasmuch as the gold bearing quartz is found in pockets, and operators never know the moment they will come to a fault. This rule applies to the whole of Nova Scotia, and is precisely what occurred to this mine, thereby abruptly terminating the proprietors' dreams of wealth. In reply to their urgent appeals the Provincial Government came to their rescue, and sent their geological expert, Fairbault, along, who, after a lot of difficulty, located the lost lode quite a distance away. So scared were they that they never resumed work again, but having re-discovered the lode and fearful of coming to another fault, they sold the mine to some English people, who, in their turn, dropped a pot of money and closed down in despair.

Of the Napier, Eureka, and Barachois mines there is not much to tell. They have been idle for years, but have been worked at different times—always at a loss.

All these properties are for sale at the present moment, and it is hoped the British public will bite.

As though to emphasize this warning, news has just lately come to hand that the Boston Richardson mine, situated at Isaac's Harbour, and quite near to the mines we have mentioned, has gone into liquidation, and its affairs are now in the hands of a receiver.

These people operated on a rather big scale with a big stamp mill, and were talking some time back of erecting a further sixty stamps. Their total share capital was \$3,500,000, and upon an examination being made into their affairs, it was discovered they were \$450,000 to the bad. The present company took it over from a company in difficulties in 1903.

Cheek by jowl with the Boston Richardson is Dooliver Mountain, where only a few years ago a fifty stamp mill was erected. Up to the present only fifteen of the stamps have been dropped, and by the time the mill was completed, it was discovered from the low grade character of the gold-bearing quartz that the mill could never pay.

Then there is the Nova Scotia Mexican group of

mines at Goldenville, near Wine Harbour. These mines have dropped vast sums for their promoters in their time, but have not worked for years, and like the Wine Harbour pits, have been allowed to fill with water. A new buyer is anxiously awaited.

Further along the coast to the West is the Dufferen mine, situated on the Salmon River. With a perfect equipment, both for mining and milling—obtained regardless of cost—it was worked for some time by a London syndicate, and dropped a heap of money for them, before they realized how badly they had been misled.

Efforts are constantly being made to induce both English and American capitalists to invest their money in these unproductive mines, sometimes with success, but the result is always disastrous, and those who are so unfortunate as to allow themselves to be persuaded to put money into these rotten properties realize when too late their folly in not making enquiries from those qualified to know, as well as finding out for themselves on the spot, before planking down their cash.

## THE VALUE TO A COUNTRY OF MINERALS.

The late Cecil Rhodes having been asked his opinion as to the value of mining stocks, thus expressed himself to a gathering in London. Mr. Drummond, when he wrote his paper on "The Farm and the Mine" was not aware that Cecil Rhodes had given expression to so strong views on the value of minerals:—

"Mining has been the foundation of the world's wealth from the beginning of time. The governments rich in mineral have always been the richest and strongest governments on the earth. The mineral sections of any country have always ruled that country. Remember that the man who produces gold, silver and copper is creating the raw material of money; every strike of his pick, every echo from his drill, adds to the wealth of every man's business in the world. The miner of gold and silver is not a business pirate, and the only business man who is not. He never cuts prices, never creates strikes, or tramples on the rights or privileges of a competitor. Mining is the only business on this earth that increases the wealth of the world without robbing or infringing on the rights of others. The miner is a man who finds wealth; he creates wealth, if you please, without juggling it out of someone's else pockets into his own. Mining has always been the quick road to fortune, and of late it has become the sure and certain road to great wealth, influence and power, and what you can say for nations you can say for men.

"I have made a great study of this question, and have had statistics, not only of Great Britain and Africa, but of the world, carefully compiled relative to this proposition, so that I might not be in error. This investigation shows that mining has always offered greater inducements than any business in the world to make quick and great wealth and that every private fakir and adventurer has sought that field like the counterfeiters seeks to imitate the best coin.

"In the business of the world mining is the best of all coin, and mining, as conducted to-day, readily eliminates the fakir or adventurer, and is as safe a business as the old time real estate business in a country neighborhood.

"This investigation further shows that farming is more risky than mining; that 32 per cent. more people lose money and fail in farming than do in mining; that 29 per cent. more people lose money and fail in the mercantile business than in mining; that 41 per cent. more people lose money and fail in the manufacturing business than in mining; that 17 per cent. more people lose money and fail in banking than in mining, and that more men lose money and fail proportionately in any of the professions than in mining.

"Mining is the backbone of all wealth and the spinal column of all certainty. I can see a score and a half of men and women in this hall to-night who a few years ago invested in a mining company at my suggestion, and some of them only invested a few pounds, because they only had a few pounds to invest. These persons have cleared anywhere from 5,000 to 110,000 pounds sterling."

### MARITIME MINING RECORD.

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STELLARTON, N. S.

MAR. 24

#### RECIPROCITY IN COAL.

In view of the probability that the clause in the Tariff bill, introduced into the United States House of Representatives, providing for reciprocity in coal with Canada, may pass into law, it should be comforting to the Nova Scotia operators to know that in the Finance Minister they have a knowledgeable friend who will set his face against any arrangement which is likely to, or may possibly, work harm to the leading industry of Nova Scotia. It may be assumed that there will be no haste in accepting the proposal of the United States for reciprocity, or on even intimating that Canada is prepared to enter into negotiations. It is the belief of the coal mine operators that the admission of American bituminous coal free would be attended by only one result, the loss to Nova Scotia of a very large portion of her best market, without any corresponding gain in shipments to the United States. If the only American coal finding its way into New England port came from Pennsylvania, then it is quite possible that coals from the province could be shipped in competition. But there are the West Virginia coals to be taken into account. The rail haulage may be long, but the rate is amazingly low. And the price of the coal at the pit mouth is a great deal less than at any of our provincial mines. It is not denied, by those favoring reciprocity—not even by the Free Coal League—that under a reciprocal tariff the St. Lawrence market would be all but lost to our mine operators. They

concede that we will lose grip of that market and offer the consolation of more than making up the loss in the United States. At the present time there are say, six companies sending coal to the St. Lawrence. Under reciprocity, three at least, probably four, would have to give up, entirely, the thought of competing in that market with the Americans. Two companies, the Dominion Coal Co., and the Nova Scotia Coal Co., might still be able to compete for a share at lower rates. The four companies shut out of the St. Lawrence could not send coal at a profit to the United States. Their outputs, while large, are not large enough to warrant the expenditure of large sums of money for discharging and storage facilities in the New England ports. True, they might be able to send a cargo now and again, but their trade at best would be fitful, and uncertainty of disposal of output is the bane of the operators' existence. The same two companies, that might still hold part of the St. Lawrence market, are the only two likely to be able to expend large sums in an effort to secure a share of the New England market. Where would the operators, deprived of the St. Lawrence market, find another? There is no other market in sight, and therefore to them the consequences would be most serious. The operators east of Cumberland Co. are unanimous in the opinion that reciprocity means a great set back to the coal business. There are some outside the trade who seek to maintain that reciprocity would be the means of furnishing extended markets for our coal. Why should the words of these be given credence to so long as those most vitally interested say, any change from the present policy will be harmful? There is a possibility that there will be a clamor from the west for the acceptance of the American offer. It therefore behooves the operators of the province to come together and lay down a policy, and enter upon a propaganda which will enlighten the public as to the true position of matters, and the harm likely to result from any abandonment of existing fiscal arrangements, or, in short, of the duty on coal. As we said at the outset it is well that Nova Scotia has at Ottawa a minister who will resist any pressure, however strong, brought to bring about a change in the duty on imported coal, that is, any change not for the benefit of Nova Scotia.

#### GOLD MINING IN N. S.

It is not a pleasant thing when it has to be said that a man's foes are those of his own household. It is just as unpleasant when it has to be said that a country's traducers are those within its own borders. There can be no doubt that the information as to gold mining in Nova Scotia contained in the article from John Bull, a London publication, republished elsewhere in our columns, was conveyed, if not by a Nova Scotian, by one who has been living and earning a livelihood in the province. While there is a grain of truth here and there in the article, the statements as a whole are, if not untrue, grossly misleading, while some of them are absolutely false. Take the Boston Richardson mine as an instance. One is led to believe that some \$2,000,000 were expended on the property and that on examination the

company was \$450,000 to the bad. The fact is that in June '08 the expenditure for the time the coy was in operation, was only some \$45,000 greater than the receipts, without making any allowance for the value of the plant. And the coy's indebtedness, small as it is comparatively, has been reduced since the mine went into the hands of a receiver. The company is now more than paying its way.

With regard to the Nova Scotia and Mexican group, controlled by the famous J. B. Neilly, everybody interested knows that these mines were not bought with the primary object of being worked. They were it is said purchased with the object of securing additional capital. Of the other mines mentioned in the article substantial reasons can be given for their non-success. Perhaps reckless management is at the root of a majority of the cases in which gold mining has proved unremunerative in the province. It is a pity that the non-success should be attributed to a lack of quartz, of sufficient richness to pay for crushing. The question is, should such articles as the one referred to be permitted to pass without challenge, should not the local government, presumably best acquainted with the facts in all the cases, make reply through the Dept. of Mines. To disseminate correct information should be an object of that department.

A 'young Nova Scotian' in Oldham, writing to the mail bewails the high cost of coal, and is mystified over the fact that Nova Scotia coal can be bought cheaper abroad than at home. The Mail writer must be young or else he might know that that is the way of trade. Flour in Glasgow can be bought cheaper than in the country from whence it came. Apples can be bought cheaper in London than in Sydney C. B., and so on. After bewailing the price of coal the young Oldhamer admits that the cost of coal is the least of the disadvantages under which gold miners suffer. He blames the stagnation on bad laws. The best laws in the world would not lift gold mining out of its present lethargy; what is needed most of all is brains—in other words honest and capable management.

The coal operators in a section of the United States have petitioned unanimously in favor of reciprocal trade in coal with Canada. They point out that the Canadian duty removed they will be enabled to send increased quantities of coal into middle Canada. They must mean into sections of Canada not presently supplied as is Ontario, for instance, from American mines. They say that Nova Scotia under reciprocity would be able to send large quantities of coal into Boston, New York, and Philadelphia. The Nova Scotia operators do not intend to bank on sending coal into New York or even Boston, under a reciprocity arrangement. Not for years has any Nova Scotia coal found its way into New York, and to obtain a footing at this late day would be impossible. And the Nova Scotia operators have no inclination to build large discharging plants and storage pockets in and around Boston in the hope of through time securing a share of the coal trade.

## - Rubs by Rambler.

Friend Milner, the head and exclusive proprietor of the F.C.L. is out once again with a letter in the Herald endeavoring to show the inestimable blessings that shall accrue to the coal trade of Nova Scotia, if we meet the offer of the Pa. operators, to allow our coal free if we do the same by theirs, in a proper spirit. Mr. Milner at first was content to say that in the New England States, Nova Scotia had a market for six million tons of coal. The secretary of the Pa. miners combination has a much more elastic imagination than the former secretary, now exclusive owner of the Free Coal League. The United States chap says that the New England States, Philadelphia, etc., furnish a market for fourteen million tons of Nova Scotia coal. Now fourteen million tons is a quantity not to be sneered at, and it may be taken for granted that if it can be shown to the satisfaction of our operators, that such a market will be theirs, on the consummation of a reciprocity treaty with the U. S. there can be little doubt that they will hold up both hands for it. The operators are not convinced that under reciprocity the New England States would furnish a market for a million not to speak of fourteen million tons of round coal. If Mr. Milner really wishes to open the eyes of the operators to the benefits to follow from reciprocity he is taking the worst possible means, by publishing letters in the Herald, to accomplish it. What sympathy can the heads of industrial concerns have with the Halifax Herald in its present mood. The Herald is Ishmaelish in so far that its hand is turned against anything that tends to industrial development. Let Mr. Milner call a meeting of the coal operators and in the circular calling the meeting let him state he is prepared to demonstrate, that under a reciprocity treaty, Nova Scotia can secure a profitable ten million ton market, and I am sure he will have a crowded meeting and earnest and interested audience.

The Nova Scotia coal mine operators believing that the advent of the United Mine Workers, means sooner or later trouble and a back slap to the steady progress of coal mining in the province have adopted a firm policy. This will consist in a non recognition of the society as representative of their employees. In their determination not to recognize a foreign labor order, the while there is a home labor union fully capable of dealing with all questions affecting labor, will we think be endorsed by the public at large. The officials of a foreign order residing in the United States to whom would have to be referred all important disputes between the operators and the men, are quite unfamiliar with conditions in Nova Scotia, and therefore not in a position to be capable advisers. The powers of certain of the officials of the United Mine Workers are too large to suit the ideas of fair play or to appeal to the common sense of the people of this province. The powers given these officials are far too arbitrary, and they are opposed to modern business methods.



Of all strikes the sympathetic strike has to right thinking men appeared the height of folly. Sympathetic strikes may be called, ordered at the word of an U. M. W. official. See 4 of Act 10 reads:

"The International officers shall at any time they deem it in the best interests of mine workers in a district that is idle, for just and sufficient reasons, order a suspension in any other district or districts, that would in any way impede the settlement of the district affected, provided that such action shall serve to the best interests of the United Mine Workers of America."

The clause is very clumsily, it may be said almost unintelligibly worded, but its meaning can easily be divined. The strike is to be ordered not if it is in the best interests of the workmen called out or the workmen in the district where the trouble originated, but in the interests of the society. A strike may be ordered in Nova Scotia at any time there is a strike in the U. S., if the officers think it is to the interests of the U. M. W. and mark you the U. M. W. of America. Poor Nova Scotia not being in America need never be considered.

The problem of the unemployed in Britain is without doubt a hard one. The guardians of a town in England set some work going in order to furnish employment to idle men. A few days after the men had been set to work, the Guardians were waited upon by a delegation of those they had procured work for, who complained that the hours of labor were such that they were denied the opportunity to attend foot ball matches. The guardians then and there decided that men who cared more for football than for work were not a class to lose sleep over.

Except in few instances and to a limited extent the produce of the farm undergoes no process, whereby its value is doubled. With minerals it is different. By processes of manufacture their values may be increased from two to a thousand times. Mr. Drummond has been asked to ponder over the figures given as the value of the products of the farms of the United States. The value is given at over seven billions of dollars. Proof: Is that all. The figures are probably for 1907, as we see before us a statement that the value of farm products in 1900 was over four billion dollars. Well what do our critics think was the value of minerals and manufactures for that year. Ten billion dollars? No, more. Fifteen billion dollars? No, more. Say Twenty Billion dollars and you are within the mark. Minerals and manufactures are three times the value of the products of the farm. Mr. Drummond, and the public generally, are told that the time will come when coal and gold in Nova Scotia will be represented only by holes in the ground, while the farms will go on for ever. When coal and iron are exhausted in Nova Scotia, population will have fled elsewhere, and for want of population there will be no market for our farm produce and farms will become desert. The richness of the grapes, and the pomegranates and the figs, did not save Eschol. Though the land of Canaan was a land, in the language of the East, flowing with milk and honey, it became a land of thorns and thistles as soon as population deserted its

borders. Farming is at its best, at perfection almost, in Holland and Denmark, and what are these countries in the councils of the world.

The exports of coal from Nova Scotia to the United States during the past ten years were as follows:

1890.....	153,188	1904.....	713,170
1900.....	624,273	1905.....	652,558
1901.....	590,086	1906.....	709,775
1902.....	751,382	1907.....	616,512
1903.....	968,832	1908.....	409,634

Will the miners of Cape Breton, those especially who have been deluded by the idea, promulgated by the U. M. W. organizers, that their sole aim in coming to Nova Scotia was to offer salvation to the mine workers of the province, please scan the above figures carefully. The so doing may perhaps result in their eyes being opened and in their seeing some other than a wholly disinterested motive in the anxiety of the U. M. W's. to confer 'freedom' upon them. Is there any significance in the fact that the first visit of an U. M. W. organizer to the province was in the year succeeding that in which the province had sent the largest quantity of coal to the United States. There was a strike of coal miners in the U. S. in 1903, and as that brought on a shortage of coal supply in the United States, Nova Scotia was called upon, for all the coal she could supply. The U. M. W's. saw, in the fact that coal could be secured from Nova Scotia, that such supply from Nova Scotia, on a large scale would interfere seriously with their objects in event of disputes. Hence they determined to induce the Nova Scotia miners to enter their organization. In the event of a strike in the Anthracite regions there were to be no more importations of Nova Scotia coal. And also in event of a strike in the Bituminous regions the Nova Scotia operators would not be allowed to put coal into the American Canadian preserves. Of course in event of a strike the United States operators are just as anxious as the U. M. W's. to keep Nova Scotia coal out of American territory, and hence it is that they are supposed to be abetting the U. M. W's. in trying to capture the Nova Scotia workers, while they are themselves engaged in trying to capture Nova Scotia's best market. A double game is being played, so apparent that the wonder is that the miners do not see through it.

A writer in a Canadian Mining Journal advises the coal operators of Nova Scotia to form themselves into an association, not for the purposes of a 'combine' but in order to discuss matters that might tend to the more scientific and more economical working of the coal mines. In other words the main object of the Association should be "cheaper coal production." There are some who think that if we are to have cheaper coal production it is not to be obtained by more 'scientific' methods, but by a partial return to methods now considered primitive. Year by year there is a growing demand for run o mine coal. In some cases fifty per cent of the output of a mine is of this class of coal. This being so, why do not some of the larger companies open a run-o-mine colliery, devoid of elaborate screens. Picking tables may still be necessary, though with



the big outputs at some of the mines these have not been the success they should. The Record is afraid that no combination of brains will devise means for an appreciable reduction in the cost of production. 'Scientific' methods will in the future mean methods that will tend to the safety of the limbs and the lives of miners, and these instead of subtracting from will add to the cost of production. These is a limit even to modern methods, in other words improvements may reach a point when they tend to extravagance and not economy. We have visited a colliery, considered a model in every way and came away with the feeling, as we thought on this new, and then on some old fashioned colliery, that it might be possible to write a paper on 'The economy of waste.'

The objects of the United Mine Workers are more fully defined in the 'preamble' to, than in the constitution itself. Condensed from the preamble the objects are:—

- 1st.—To secure a sufficient wage.
- 2nd.—To obtain payment for labor in lawful money and to spend it where we choose.
- 3rd.—To secure the introduction of limb and life saving appliances.
- 4th.—To secure legislation looking for a diminution of accidents.
- 5th.—To enforce existing laws and secure legislation where none exist; looking for a sufficient timber supply etc.
- 6th.—No more than 8 hours for a day's work in any mine.
- 7th.—No boy to be permitted in the mine until they have had a reasonably satisfactory education and not before he is fourteen.
- 8th.—To prevent cheating by operators and to have coal properly weighed and measured.
- 9th.—To secure by legislation weekly payment of wages.
- 10th.—To prevent the employment of Pinkerton detectives.
- 11th.—To maintain peace if possible by honorable means, failing that to strike.

As defined in Sec. 2 of Art. 1 of the constitution the objects are "to unite mine employees and ameliorate their condition by conciliation, arbitration or strikes."

They say 'comparisons are odious,' nevertheless they are necessary at times. Let any one compare the above with the declared objects of the P. W. A., and if he is an honest man he will declare that the aims and objects of the home society are miles in advance of the foreign. The United Mine Workers have no care but for the material and physical welfare of its members, whereas the P. W. A. having attained to the knowledge that man does not live by bread alone, seek that their members make continuous advance socially, mentally and morally. No wonder that mining legislation is in so backward a condition in the United States; no wonder that the miners of the U. S. have not attained to the intellectual, social status of the miners of Nova Scotia, no wonder that there are no night schools, or mining schools or miners relief societies. All the efforts of the United Mine Workers have been directed to the securing of a little more wages, regardless of whether the members were trained to expend their hard earned gains to the best advantage. The P. W. A. is a king to the U. M. W.

Coal Shipments Feb., 1909

—DOMINION COAL COMPANY, LTD.—  
—Output and Shipments for Feb., 1909—  
—Output— —Shipments—

Dominion No. 1	40 298	
Dominion No. 2	40 127	
Dominion No. 3	12 924	
Dominion No. 4	29 210	
Dominion No. 5	40 527	
Dominion No. 6	1 350	119 646
Dominion No. 7	9 065	
Dominion No. 8	13 428	
Dominion No. 9	20 390	

	267 323	119 646
Shipments Feb. 1908		191 871
Decrease " 1909		72 225
Shipments 2 mos. 1909		239 776
" " 1908		303 934
Decrease 2 " 1909		154 158

INVERNESS RAILWAY & COAL CO.

Shipments Feb. 1909		9 473
" " 1908		13 669
Decrease " 1909		4 196
Shipments 2 mos. 1909		19 391
" " 1908		34 091
Decrease 2 " 1909		14 700

CUMBERLAND RAILWAY AND COAL CO.

Shipments Feb. 1909		27 191
" " 1908		35 400
Increase " 1909		8 209
Shipments 2 mos. 1909		54 485
" " 1908		72 115
Decrease 2 " 1909		17 930

NOVA SCOTIA STEEL & COAL CO.

Shipments Feb. 1909		20 928
" " 1908		41 230
Decrease " 1909		20 302
Shipments 2 mos. 1909		59 773
" " 1908		88 980
Decrease 2 " 1909		29 207

ACADIA COAL CO.

Shipments Feb. 1909		18 187
" " 1908		24 175
Decrease " 1909		5 988
Shipments 2 mos. 1909		43 039
" " 1908		53 608
Decrease 2 " 1909		10 569

INTERCOLONIAL COAL CO.

Shipments Feb. 1909		18 296
" " 1908		20 387
Decrease " 1909		2 091
Shipments 2 mos. 1909		38 063
" " 1908		45 335
Decrease 2 " 1909		7 272

## AROUND THE COLLIERIES.

Messrs Patterson and McLellan did not earn fat fees in their tour of Inverness. The miners in that county are solid for the P. W. A.

The Inverness colliery has been working fairly steady during March. A quantity of coal has been banked. The prospects for future work are excellent.

All the big collieries went behind in their shipments for Feby. The decreased output so far this year is close on a quarter million tons. Things will mend by and by.

Messrs Bonfield and Patterson say the U. M. W.'s would never have come to N. S. had they not been asked. Who asked them? Let them produce the petitions. We rather think they set the ball in motion and asked to be asked.

It is said that parties, who still believe that there is a big basin of undiscovered coal in Cumberland Co. are intending to put down a deep bore hole in the neighborhood of Shulee. The Standard Coal Co. have given up all hope of finding coal at Newville and it is said are disposing of their boring gear.

There is an unsettled feeling at the collieries of the Dominion Coal Co. and also at Springhill. There are rumors of wars. It is said the Dominion Coal Co. will have nothing to do with the conciliation board asked for by the U. M. W., nor will it recognize its findings. If it is to be fought then it is to be fought from first to finish.

The B. Greening Wire Co., Limited, Hamilton and Montreal, are installing Electric Welding Machinery in their works for the more economical welding of the Iron Frames for their Wire Door Mats, Wire Guards, Tellers' Cages, etc., and for the Wire Chain Fittings, and the welding of wire generally.

It is said that the Dept. of Labor has accepted D. H. McDougall, president of the district local of the U. M. W., as arbitrator for the men. The Dominion Coal Coy. should follow the farce up by appointing one of its most ardent officials as its representative. The government would not refuse; what is sauce for the goose is sauce for the gander.

Satisfactory progress is being made in development work at the pits of the North Atlantic Colliery Co., Port Morien. The output is 400 tons daily, and it is expected to reach 500 tons by the time navigation opens. For Oct. and Nov., two unfavorable months, the company made some profit. From this it is argued that the company will do well when the larger output is obtained.

The capital stock of the Margaree Coal & Ry. Co. has been increased from five hundred thousand pounds sterling to six hundred thousand pounds. This has been done at the request of the British stockholders. It is stated that all the bonds of the company have been subscribed for by the London promoters and that the work of development is sure to proceed at no distant day. The Record will be glad to hear that a start has been made, as the project has hung fire for a considerable period of time.

The Bartlett Mines, Ltd., Cobalt, Ont., have recently ordered from the Robb Engineering Co., Amherst, N. S., a 7' x 6' Robb-Armstrong Vertical Engine and a 200 H. P. Robb Feed Water Heater for their mines at Cobalt.

"What a pity" said one the other day, who has long been identified with mining, but at present is otherwise employed, "that the thirty years good work of the P. W. A. is likely to go for naught by the introduction into the province of a foreign society with its foreign ways. I know a little about both societies, and say emphatically that the U. M. W. cannot hold a candle to the P. W. A." And every disinterested person cannot say anything else.

The Lemieux Act contains a clause which must surely have been passed without consideration and which has not been noticed until lately by readers of the Act. It is generally thought that only interested parties, employers or employed can call for a conciliation board. That is not, however, correct. Any Tom, Dick or Harry can be a party to asking for a board. The clause referring to the request for a board, says it may be done by any nine persons. They may be tailors, sailors or shoemakers.

American bituminous coal is finding its way into the province of Quebec, even in the winter months. The quantity imported, according to official returns, during Feby, was 6,110 tons of bituminous dust and 8,303 tons of bituminous round, or a total of 14,413 tons. Montreal took as its share 9,845 tons and Athelstane about 3,000 tons. Over 33,000 tons of Anthracite were imported, of which Montreal took 10,000 and Athelstane 12,000. Just how much of this was dust, to be mixed with N. S. coal, is not known.

The Scottish miners have had to submit to another reduction of 3d. per day. This makes the fourth reduction in a year; two of sixpence and two of three pence, a total of a shilling and sixpence. The days wage now stands at six shillings. This should make the Irish-Scottish reformers of Sydney Mines a little more humble than has been their wont. They used to tell us how things were done in Scotland. Let them take their courage in both hands and tell us what is being done now. Trouble at a score of places, and the men falling away from the unions.

It is astonishing how so many of the Cape Breton miners are deceived by the glaring wooden white washed tricks of the U. M. W. The emissaries of that society are going around among the softer headed of the men and saying, "The miners of the United States get sixty cents a ton for digging coal while you get thirty eight cents. Join the U. M. W. and we will break the contract and secure for you the same high rate as we get." Yes, and would there be the same deductions as in the U. S.; would the operators get all the small coal made by the cutters as a free gift. Sixty cents a ton for mining in Cape Breton would mean for sure a gift of the Montreal market to the United States operators, and would mean that the N. S. miners would have to go to the U. S. for employment.

## AROUND THE COLLIERIES.

A lodge of the U. M. W. was started in Westville last week.

There has been considerable slack time at the Pietou collieries during the past fortnight.

Five hundred thousand tons is a large quantity of coal to be called for by the I. C. R., but it is not half large enough to go round.

The working men of Halifax exhibited comparatively little interest in the meetings of the Eight Hour Commission. They may favor an eight hour day, but a voluntary and not a statutory one.

The 'Ophir' is the latest incorporated gold mining Co. As it is to operate at Brookfield, Queens Co., it is possible that the mine there successfully run for years and afterwards abandoned is to be reopened.

The Inverness Railway and Coal Co. made a fairly good showing, financially for last year. More than sufficient profit was earned to pay the interest on the bonds, but not enough to pay interest on the other securities.

The Marsh mine, of the Nova Scotia Steel & Coal Co., is to be shut down indefinitely on the 31st. inst. The company probably are under the impression that better results can be secured by utilizing the product of their Sydney mines.

It is reported that the Free Coal League's next effort will be to show the operators how to secure a few million tons of the New England market. This is what is needed, something practical, and what we have been yearning for for some time. If Mr. Milner succeeds in his demonstration he will have laid the coal trade under eternal bonds.

On Thursday last the workmen in a section of the No. 1 Allan Shaft had a small gas fright. One of the cutters struck a rock with his pick, and the sparks that flew from the blow ignited some gas. The men employed cutting, being badly scared, bolted, but Edward O'Reilly, shot firer, who secured with promptness some brattice cloth and put the blaze out. Mr. O'Reilly is to be commended for his presence of mind.

The gold miners assert that the local government has given no assistance to the development of that precious mineral and say that the treatment meted out to coal mining was of an entirely different nature. If the government has done nothing for gold directly, neither has it for coal. Of course, indirectly, it has done a great deal for the trade in that it has established mining schools, relief funds and so forth. If the gold miners can show the government, or lay before it some practical scheme for assistance, the government may do more for gold than ever it thought necessary to do for coal.

Mr. Geo. S. Campbell, of Halifax, has been appointed by the government as arbitrator for the Dominion Coal Co., on the Conciliation Board applied for by the Cape Breton U. M. W.'s, the company having refused to appoint an arbitrator. The men's choice, Daniel McDougall, met Mr. Campbell in Halifax Friday night, in an effort to select a chairman. They failed to agree and the government appointed Judge Wallace.

The Inverness News is far from the opinion that Peter Patterson of the U. M. W. can put forward any claims to being a classical scholar, and in support of its opinion declares that Peter in addressing an audience uses such phrases as "thems the facts" and "Youse can do it." Our own opinion is that if Peter is a sample of the best intellectual product of the U. M. W.'s, any P. W. A. man who goes over to the foreign society is descending the ladder.

The Inverness News man put the three following questions to Peter Patterson on the occasion of his late visit to Inverness. The 'News' is still waiting for an answer:—

1 "What has the U. M. W. to offer the miners of Inverness that will materially benefit their conditions as compared with conditions under the P. W. A.?"

2 "At present what is the numerical strength of the U. M. W., and what is its financial strength—that is what is its financial strength per head, which is a main feature in carrying on a strike when one is necessary?"

3 "In case of a strike among the bituminous coal worker of the United States, or even the anthracite workers, what stand would the Lodges in Nova Scotia be expected to take to express their sympathy?"

Under the caption, referring to Patterson and Sutherland, "Both great prevaricators," the Inverness News has the following:—"At the meeting Mr. Patterson claimed to have nineteen Lodges in Nova Scotia under the U. M. W. of A. Mr. Sutherland read the number of members in fourteen of these Lodges, covering all of Cape Breton, and Cumberland Co., and represented by these figures that the P. W. A. had gone over in a body, leaving only 130 P. W. A. Members

The News had communicated with Mr. John Moffatt, and the following is his explicit answer, which is a flat contradiction of these organizers:

Dominion, 16th. March, 1909.

"Cape Breton North, nine hundred and eighty nine members; Cape Breton South, three thousand one hundred and forty four; total present membership in Province, five thousand eight hundred?"

(Signed) JOHN MOFFATT.

The B. Greening Wire Co. of Hamilton, Ont., have just prepared a series of illustrated catalogues, descriptive of different goods manufactured in the several departments of their business. The first book published pertains to wire screening, wire cloth, and perforated metal departments. Copious illustrations and tables are given of hard wire screening, showing the decimal of the wire, and the weight of the finished article. Passing on to the wire cloth there is shown in the tables almost every possible mesh and weight, that is likely to be called for from  $\frac{1}{4}$  of an inch to 90 mesh, together with the gauge of wire and the decimal size of the opening, so that if a person using a certain wire cloth, which may be suitable as far as size of the hole is concerned, wants to change to a heavier cloth he may find the mesh in heavier wire, that will give him exactly the same opening. There are illustrations of wire cloth suitable for different purposes, such as milling and bolting, threshing machines, sand screens malt kiln floors, etc., the full table of both brass and copper wire, and very full tables and illustrations of perforated sheet metals, in steel, zinc, brass, copper, etc. In the introductory pages one of the most interesting features is a picture of the four generations, showing the Greenings that have been in the wire business as far back as the year 1799, until the present time. There is a short sketch showing the history of the wire business, and the connection of the Greening family with it as far back as the year 1600. Copies may be had on application.

## TO DESTROY EXPLOSIVES.

The best way to destroy ordinary black gunpowder is to throw it into a stream under conditions that prevent any harm coming to human beings or animals through the dissolving of the saltpetre. If no suitable stream is available, the gunpowder may be stirred with water in tubs, or the dry gunpowder may be poured out on the ground in a long thin line and ignited with a fuse at one end. To destroy dynamite cartridges, the paper wrappings should be carefully removed, the bare cartridges laid in a row with their ends in contact, and the first cartridge ignited with a fuse without a cap. Even with these precautions a simultaneous explosion of the entire mass may occur, so that it is wise to retire to a safe distance. The row of cartridges should be laid parallel with the wind and ignited at the leeward end, so that the flame will be driven away from the mass. Frozen dynamite should be handled with especial care, as its combustion is peculiarly liable to assume an explosive character. A small quantity of dynamite may be destroyed by throwing it, in very small bits, into an open fire, or the cartridges may be exploded one by one in the open air with fuses and caps. Dynamite should never be thrown into water, as the nitro-glycerine which it contains remains undissolved and capable of doing mischief. Other explosives which contain nitro-glycerine should be treated in the same way as dynamite. Ammonium nitrate explosives may be thrown in small fragments into an open fire, or, if they do not contain nitro-glycerine, may be destroyed by means of water. Explosive caps should be exploded singly with pieces of fuse.—Engineer.

Hume Saw Mill  
Fairfield, Me.



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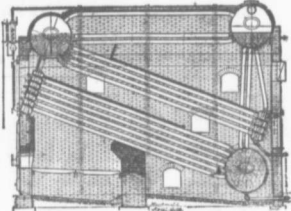
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L 10 45	1 10 50		TUPPER HUNTAN	A 10 55	A 3 35	
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A 11 10	A 4 08		FORT HASTINGS	L 10 52	L 3 10	
	1 4 15		TROY	F 9 52		
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	F 4 7		ATHERINES FORD	F 9 45		
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	F 2		MABOU	S 8 34		
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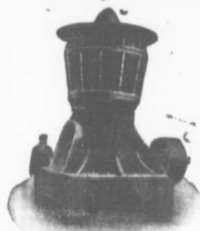
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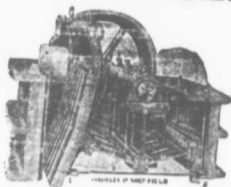
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