

# Maritime Mining Record

JUNE 14 1911

## DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

### "DOMINION STEAM COAL,"

Gas Coal and Coal for Household Use  
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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.

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

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SYDNEY, N. S.

**Alexander Dick,**

General Sales Agent.  
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A. B. C. & A. 1 Codes Used

Telegraphic Address, Latch, Haymills

# LATCH & BATCHELOR, L't'd.

Wire Drawers, Manufacturers of all classes of Wire Ropes,

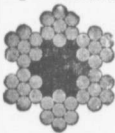
Patentees and Manufacturers of

**Locked Coil and Flattened Strand Wire Ropes,**

**HAY MILLS, near BIRMINGHAM.**

**AGENT: H. M. WYLDE, P Q Box, 529 HALIFAX N. S.**

Fig 2. HAULING



## Lang's Lay Ropes.



Fig 26 WINDING



Fig 1. HAULING

## Patent Flattened Strand Ropes

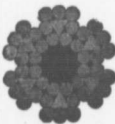
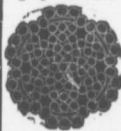


Fig 4. WINDING



Fig 13. SINKING



### Advantages of Patent Flattened Strand Ropes.

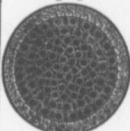
- 1 Greater wearing surface, therefore longer life of rope and less wear upon pulleys.
- 2 Greater strength, thereby admitting of smaller ropes being used for existing loads, or of increased loads without increase in size of rope
- 3 Spliced easily and more effectively.
- 4 Less tendency to twist and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

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

Fig 11. CRANE, &c.



Fig 15 a



WINDING.

## Locked Coil Ropes.

Indispensable for deep shafts.

Stronger than any other rope of same size.

Entirely free from twist.

Smooth surface reduces wear to a minimum.

Duration far ahead of any other construction.

Fig 20



GUIDE

**DRAWERS OF all Sections HIGH CLASS STEEL-WIRE.**  
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**Blasting and Sporting Powder, Pellet and Grained Powder for Coal Mining.**

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Acadia

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**DELIVERED BY RAIL OR WATER,  
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COOK'S PAN SHOVELS,  
COAL TRIMMERS SHOVELS,  
SCRAPER SHOVELS, ETC.

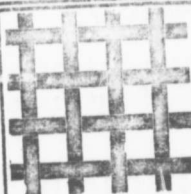
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*The Largest Mines in Canada*

MANUFACTURED BY  
**The HALIFAX SHOVEL CO.**

HALIFAX, N. S.

ALL GOODS GUARANTEED



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**COAL SCREENS**  
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**GARLOCK PACKINGS**

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**Everything in PACKINGS,  
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Used by Collieries in Lancashire, Staffordshire & Yorkshire

**'XTERRA'**

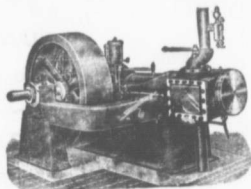
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For Maccart, Maccart, Delatorre or Closed Lamp

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LOW PRICE.

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Sole Representatives for Canada, **AUSTEN BROS.**  
Halifax, N. S.

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In sizes up to 135 horse power, the outboard bearing of our side crank engines is connected to the frame by a wing, keeping the bearings perfectly in line.

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They have our latest improved governor and oiling system and are strictly high class in every respect.

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GOOD FOR RETURN TWO MONTHS FROM  
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**Free Colonist Cars on Maritime Express  
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We have a long established reputation as manufacturers of wire ropes that give the longest and the most satisfactory service—a reputation for

## LOW PRICE and HIGH QUALITY

Before you order any other make of wire rope please let us give you an estimate on your requirements. Our large plant and well organised facilities for supplying wire ropes of every size for every sort of requirement, are at your disposal.

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Wrought Iron Pipe. Cast Iron Fittings.  
Brass and Iron Valves. Steam, Water and Suction Hose,  
Metals of all kinds. Boiler Plates and Tubes.  
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Nova Scotia Agents for

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**Mines of Gold, Silver, Coal,**  
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**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.

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**Minerals other than**  
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**-LICENSES TO SEARCH-**

over five square miles for eighteen months, cost \$30,00; leases for four renewable terms of twenty years each can be selected from them at a cost of \$50,00, and are subject to an annual rental of \$30,00

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

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

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STEEL BUILDINGS  
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Coal Drill and Mine Car Manufacturers.

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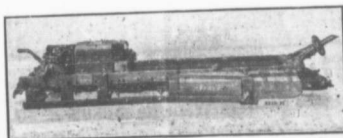
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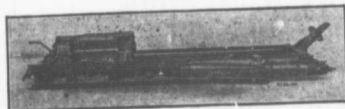
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(Open Motor.)



(Enclosed Motor.)

## Jeffrey Coal Cutter.

(Low Vein Type.)

especially designed to work in seams from 2½ to 4 feet in thickness.

This machine has great strength in comparison with its weight, which is the most essential requirement for a low vein mining machine.

JEFFREY COAL CUTTERS are constructed throughout of the best grade material, all raw material used is thoroughly tested and every finished part is rigidly inspected before and after assembling. All parts are made interchangeable.

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# MARITIME MINING RECORD

Vol. 13, No. 23. Stellarton, N. S., June 14th. 1911. New Series

## MR. CANTLEY ON TRANSPORTATION.

The following remarks were made by Mr. Thos. Cantley of the Nova Scotia Steel & Coal Co., to a select audience gathered to inspect one of the mammoth ore carriers lately secured by his company:—

"I know that you are all interested in the prosperity of the Port of North Sydney. Believing also that you are intelligent and sympathetic observers of the efforts and aims of the Scotia Company, and interested in the progress it has made in the matter of rapid and cheaper sea transport of coal and iron ore, the basic elements on which the progress and prosperity of Cape Breton depend, I have asked you to join us to-day in admiring this magnificent steam freighter now discharging her first cargo.

One fundamental condition necessary to the successful prosecution of the Steel business is efficient transportation for the assembling of raw materials and the distribution of the finished products.

So far as the Scotia Company is concerned, the situation of their Blast and Open Hearth furnaces at Sydney Mines is a happy one, the fuel supply being at the furnace doors, while an ample supply of limestone is found within a few miles. The remaining and greatest commodity entering into the production of iron and steel—the ore—being freighted four or five hundred miles and the cost of the transportation of this is a most important item.

The Steel business, however, is not the only business engaged in by the Scotia Company. The mining and selling of Iron Ore to foreign Iron Masters on both sides of the Atlantic as well as the mining and shipping of coal occupy their attention. Cheap and efficient transportation is in these branches also of great importance.

When in 1895 the Scotia Company opened up the Wabana Ore deposits, they dealt with the matter of freightage ore in a manner entirely different from that adopted by any of the foreign Ore Mining Companies. I refer to the fact that they inaugurated the present system of handling their ore entirely by steamers—time chartered and controlled by the Company. While during the last few years, new steamers have been built specially designed and equipped for the service of the Company. These boats have been chartered for periods varying from seven to ten years,—the hire being payable at a certain percentage of the cost of the steamers which are under the sole control of the Company.

When building our large Ore docks at Wabana and later the coal and ore docks at North Sydney, the first consideration was that of providing adequate facilities for the most rapid possible loading and discharging of the cargoes.

With Ore bins holding twenty five to thirty thousand tons, it has been possible to load a fleet of large

steamers throughout the whole season at an average rate exceeding 2000 tons per hour, or about three for each steamer.

Owing to improvements in steamer construction and discharging equipment, on shore the time occupied in discharging is now about one-fifth that occupied fifteen years ago.

Experience in ore transportation soon clearly proved that the larger steamers had a very great advantage over the small boats in three important particulars—cost of ship per ton of cargo, capacity, coal burned per ton of cargo carried, and average loaded speed at sea under all conditions of weather.

With regard to the cost of the steamer per ton of cargo carried, if we take the Wabana as typical of a modern triple engine clear hold construction steamer of 2500 tons dead weight as compared with the Themis of say 13,000 tons dead weight, we find that the cost in the case of the larger boat per ton carried is only about five-eighths of that of the smaller vessel.

In the matter of the coal consumption the difference is much greater. The Wabana will carry in addition to bunker coal say 200 tons of cargo 200 miles per day with a consumption of 16 tons, equal to say 30,000 ton miles per ton of coal burned. While the Themis will carry in addition to bunker, 12,500 tons of cargo 250 miles with a consumption of 40 tons of coal, equal to say 78,000 ton miles per ton of coal consumed, which is equivalent to saying she will carry more than 2½ times as much cargo per ton of coal consumed as does the smaller boat, and this although the boilers and engines of each boat are practically the same as to type and efficiency.

As regards average loaded sea speed, under usual North Atlantic conditions, the smaller and correspondingly less powerful boat can make but comparatively little progress when steaming against head sea and heavy weather. The sea is apparently much kinder and more accommodating to the big ones. The real fact, of course, is that the larger power, greatly increased dead weight momentum and larger dimensions give the bigger boat a very great advantage—matching as she does, larger physical force against physical force and enabling her to make moderate progress in bad Atlantic weather and under conditions which would prevent the smaller boat from making little or any progress.

These facts governing the relative cost of transportation were fully apparent to the Management of the Scotia Company and resulted in their employing in the Ore and Coal trade larger and still larger boats as year by year went on. Beginning with boats of about 3,500 tons, and next taking on bouts of about 5000 tons, these were followed with boats of 6,000 and later by boats of 7,500 to 9,000 tons. While today we have the Themis and Tellus sister ships, the dead weight carrying capacity of which is practically 13,000 tons

each. These sisters have carried the largest cargoes of iron ore which have ever been freighted on salt water by any ship yet constructed, and capable we believe of also delivering these cargoes at a lower cost per ton per mile than any boats afloat, whether on water salt or fresh, lake or ocean.

As illustrated, the cheapness of water transportation as compared with land carriage, I would point out that boats such as we are admiring today are able to carry Ore cargoes to Europe or the United States at a rate somewhat under four mills per ton mile, which is equivalent to saying that a ton of cargo can be carried 25 miles for one cent; or 25 tons can be carried one mile for one cent.

Or if we take the distance from Sydney to Montreal as say 990 miles, a ton of ore can be freighted between these points for less than forty cents, while the railway rate for the same distance on a ton of pig iron is six and one-half times as great. While the rate charged the Scotia Company by the Railways for the freighting of a ton of steel from New Glasgow to Montreal is equal to ten times the rate at which the Themis can profitably carry one ton of cargo the same distance.

When will this development cease, and what is the practicable limit of size of steamers for this class of traffic? Progress and development will not cease. If we fail to develop, others will soon replace us. I see no reason to suppose that the size of ships for the carriage of bulk cargoes of raw material, such as Iron Ore and Coal, will not continue to grow until steamers capable of carrying cargoes of twenty, thirty and fifty thousand tons are regularly employed on long voyage routes, such as from Brazil, India and the North Pacific.

Docks with sufficient depth of water and adequately equipped for rapid loading and discharge of cargo will be necessary, and will be forthcoming. Those in the Van will secure the richest rewards.

I now have the pleasure of asking you to inspect the ship, which I am told by the builders is the largest purely cargo carrying steamer in the world. Whether she be the largest or not, I feel sure you will find her to be well designed, magnificently equipped and thoroughly adapted for the end for which she was created."

#### MAKING A LIVING.

In a general way, the work of making a living becomes in the end a fight between income and expenditure. The man with a large income, as may readily be seen, need not be so particular about his expenditure as the man with the smaller income. There are ninety men with small incomes to ten with large. Hence, according to the laws of average, your chances for a large income are but small. Do not deceive yourself on this point. Do not dream your life away by vain imaginings. Your income at the start will be small. For many years you will have an uphill fight. Many a time you will be discouraged and will come to the conclusion that it is impossible for you to place yourself in a better position. In this you are just as badly mistaken as you would have been had you started with the idea that all was going to be plain sailing with you and that your income would always be sufficient and that you would meet with few difficulties on your way

to prosperity.

The main thing is to begin right. . . . It is not so much a question of the earnings as of the individual. One man can make a dollar go two or three times as far as his neighbor. If you are a good manager you can get along on a very much smaller income than if you are a poor one.

Therefore, if your income is not large it is not such an insurmountable difficulty after all.

There is little doubt that, provided you have moderate health, strength, and education, and a desire to place yourself in a more or less independent financial position, you can succeed in doing so. Begin to save and begin now. This ability to save money always seems a gift; and yet there is very little difficulty about it. All you have to do is not to spend it. In saying this I do not mean that you are not to buy the necessities of life. What I mean is that you must confine yourself to those things that are absolutely necessary for your comfort, letting the frills and the jewelry go. Cut out the elaborate costumes and the expensive habits generally. Walk a few blocks, occasionally instead of taking the street car it will do your health good, there are a thousand and one ways which money can be spent so easily that you hardly notice, and yet you might just as well have had the money in your pocket for all the good you get out of spending it. Begin to save now, and in any case begin during your earlier years or you will stand a poor chance later on.

The first \$100 dollars is difficult to get. After you obtain it, the accumulation is likely to go along easier, providing there are not interruptions. Besides, it is a great encouragement to know that you have succeeded even to the extent of \$100. Almost before you know it you will have doubled this amount. Five hundred is then a short distance away, and soon thereafter you will be aiming at the thousand.

The Temperance Legislation League has issued a penny booklet on Trade Unions and the Public-Houses, by Mr. Arthur Sherwell, M. P. It states that out of 2,805 local branches of eight important trade unions in the United Kingdom no fewer than 1,501 branches, or 54 per cent. of the whole, hold their meetings in public-houses. The Ironfounders' Society, with a membership of 18,000, has 80 per cent. of its branches meeting in public-houses, and the Amalgamated Society of Engineers and the Boilermakers' and Iron and Steel Shipbuilders' Society have each 60 per cent. of their branches meeting on licensed premises. The practice is almost entirely confined to England. In Scotland and in Ireland it is rare to find a trade union meeting held on licensed premises.

Chief Laing, of the West Virginia Department of Mines, has issued an order prohibiting blasting in dry and dusty mines during the day, while the working force is underground. At such collieries shot-firers must be employed to discharge at night the shots put in place by the miners. This order is the result of the recent Ott explosion, which was caused by a blown-out shot in a dust-filled ganway.

**MARITIME MINING RECORD.**

The MARITIME MINING RECORD is published the second and fourth Wednesday in each month.

The RECORD is devoted to the Mining—particularly Coal Mining—Industries of the Maritime Provinces.

Advertising rates, which are moderate may be had on application.

Subscription \$1.00 a year.

Single Copies 5 cents

**R. DRUMMOND, PUBLISHER.**

STELLARTON, N. S.

June 14

\*\*\*\*\*  
"HONORABLE FOR ALL."  
\*\*\*\*\*

(Written May 27th.)

Said the Morning Chronicle of the 25th. inst.: "There is now excellent promise of an early settlement of the Springhill strike. Commissioner W. E. Thompson of the Provincial Police accompanied by a delegation of the men, has been in the city for several days continuing the negotiations, and it is now confidently expected that announcement that the parties to the dispute have come to an agreement which will be honorable for all concerned, will be made very soon."

By the time this appears in print the Springhill strike may have been called off. The leaders of the U. M. W. have realized for some time that their cause was hopeless, and have been ready for a settlement if a loop-hole of escape, from calling it an unconditional surrender, could be devised. The Herald makes a similar intimation as to a settlement, but calls it a compromise. In a sense there is a compromise, but let that go. What we desire to call attention to is the meaning that some may take out of the Chroniclers words "honorable for all concerned." True it may be called 'honorable' on the part of the U. M. W's. to come down from their high horse and accept terms that they scoffed at twenty months ago, and it says something for the operators that they were willing to recede on one point from Mr. Cowans ultimatum 'after' the strike had commenced. It would have been more honorable on the part of the leaders of the U. M. W. had they said: "We acknowledge defeat, make the terms of capitulation as easy as possible." Some may think it would be the part of wisdom for the Record to rejoice at the idea of a compromise. We do not, believing that if a compromise had been made, it would be a bad thing for labor in Nova Scotia. Had the U. M. W. gained one single advantage the blatant leaders would have trumpeted a victory from Sydney Mines to Minardie. The U. M. W's. can never go back to work claiming that they had gained something they had not previous to the strike. To admit that the U. M. W's. had not lost anything—not to think for a moment of suggesting they had gained something—would be, as it were, putting a premium on ill-advised, and wholly unnecessary strikes. The RECORD has no desire to be needlessly harsh or to pile it on, but in the best interests of labor, it is forced to speak out and give the facts.

The fact that the going back of the men to work involves a reduction of ten per cent. shows how badly the Springhill workmen were advised. Not one of the U. M. W. demands leading to the

strike has been complied with. Instead they suffer a reduction of ten per cent. It may be asked if they had not succeeded in paring down a fifteen per cent. reduction to ten. That may be so but be it particularly noted that a reduction of any size was not a cause of, or contributory to the strike. The reduction was an ex post facto enactment or ordinance of Mr. Cowans, and was not hinted at before the men left off work. Here are the simple facts: The Springhill men, dissatisfied with certain decisions of one or more conciliation boards, chagrined that they did not get all their own way as to what had been the weight of a box of coal when they were paid by the box, holding that there had been a standard of so many pounds a box—which the company denied—refrained from going to work. Technically it may not have been called a strike at first, simply a stoppage, but it was not long before this cessation of work was called by its right name, a strike. When the men laid off, Mr. Cowans gave notice that all men who did not return to work by a certain date would suffer a reduction of ten per cent. This had no effect on the men, so a second notice was published intimating that, after a certain date, men would be subject to a reduction of fifteen per cent. in their wages. These are the simple facts without elaboration, and they fully demonstrate what a terrible fiasco the U. M. W. leaders have made of it. They are ten per cent.—the miners—worse off than before the inauguration of the strike. And not a single compensation, not a single item to make the down-come easier. After having suffered in mind, in body, and in pocket, they will go back to work on worse terms than when they came out. The RECORD is sorry for the men, while amazed that they did not see from the first how they were being misled. The lessons from the strikes inaugurated by the U. M. W. are obvious. Let the workmen of Nova Scotia shun the order as they would the small-pox. The strike in Cape Breton was a woeful failure, and the strike in Springhill has been an ignominious rout for the U. M. W. The three strikes, or four, of the U. M. W's. have been miserable failures and fiascos, while never a strike, occurring at any of the collieries, and sanctioned by the Grand Council of the P. W. A., but was successful in whole or in part. The citizens of Westville, of Stellarton, and of Thorburn have not, in twenty-five years, suffered from the effects of a strike, and on the Island of Cape Breton, from 1882 till the advent of the U. M. W. in 1899, a period of 27 years, did the operators suffer from a strike of the men, or the men suffer from a lock-out by the employers. And during this reign of peace much was accomplished for the moral, mental, and material well-being of mine workers. Very much was accomplished by moderate, and not by mad means. The demands of the men were reasonable and these were met in a reasonable spirit, and to this must be attributed the great improvement in the conditions of labor at the Nova Scotia mines compared with other countries. The RECORD is of opinion that in a short time the province will be rid of the foreign order which has wrought so great mischief in the land.

**THE LEMIEUX ACT.**

The RECORD has time and again referred to the extremely weak spot in the Lemieux Act. We have contended that while there were apparently or

nominal three arbitrators or conciliators, in reality there was but one. We have all along maintained that the arbitrator appointed by the men and also by the operators was not in any true sense an arbitrator but an advocate, and this point has been certainly emphasized by the proceedings of the Conciliation Board appointed to settle, if possible, the disputes in certain coal mining districts in B. C. and Alberta. The Board could not come to any decision. The presumption is they differed among themselves, each one holding by his own opinion. And that was what was sure to come sooner or later. The composition of the board is faulty. The chairman alone is independent. The other two are partial. The one appointed or chosen by the men is of course, and naturally, for the men, and the other appointed by the operators as naturally for the operators. In this instance the presumption is that the men representative would not flinch from his demands while there was no resilience on the part of the operators' man. The Chairman, Prof. Shortt, had also a mind of his own, and as he would not side with either of the others, and thereby constitute a majority, and as neither of the other two could accept the chairmans views, the whole affair ended in a fizzle. And this will happen, or may be expected to happen, on every occasion when a chairman of a board has as colleagues two men who have every whit as stiff back bones as he himself. The Lemieux Act has some excellent features, but in the opinion of some it has at times been wretchedly administered. It is said McKenzie King is smart and all that, that he has an old head on young shoulders. That may be, but he did his best to bring the act into disrepute in the East on more than one occasion. To give only one instance: A dispute arose between pit workers and a coal company. The men were in union. They named as their choice for arbitrator a paid officer of their union, and ridiculous as it may sound he was actually appointed by the Department of Labor. Now, what sort of an arbitrator could that appointee make. Whether the demands of the men were just or unjust he had to stay by them and do his utmost to secure them, while he had breath. He durst not do otherwise else his position with the union would be in imminent danger. In one instance the incongruity of making such an appointment was pointed out, but for reasons known only to the Department, the incongruity remained. If the Conciliation Boards are to be really of service and reasonably honest in their decisions then the government must appoint three arbitrators to be paid by the government, and one each by the men and the operators, to be paid by their respective sponsors. Then there would not probably occur any adjournment of the board through failing to come to an agreement, and the question would not be asked: "If conciliators cannot agree what is to become of, or be expected, from, the active disputants.

#### THE STRIKE OFF.

Acting on a hint thrown out, it is said by some of the bigger officials of the U. M. W., that support might not be so liberal or forthcoming at all, by and bye, the Springhill men at a mass meeting agreed to go back to work. The Herald's account is so terse that we will give it and thus be saved some writing:

"As soon as the provincial police arrived, numbers of the most pronounced of the strikers in groups of twos and threes went back to work, and joined the P. W. A. These men and the secretary, Mr. Moffat, represented that the 15 per cent reduction announced after the strike was too great, and entered into negotiations with the Dominion Coal company to have the reduction lessened.

"Mr. Thompson took advantage of the negotiations between the P. W. A. and the company for a more favorable schedule than the 15 per cent. reduction, and with a committee of the strikers, asked the premier to endeavour to allow the men to go back on the proposed 10 per cent. reduction that was being negotiated for by Mr. Moffat and the executive of the P. W. A. Mr. Murray at once entered into negotiations with the result that an agreement is arrived at, the terms of which are practically as follows: -

- (1) The men are to be taken back as soon as places can be found for them, the company saying it hopes to find places in forty-five days for a majority of the men.
- (2) The schedule for mechanics is to remain—no reductions of the rates before the strike.
- (3) Longley board find is to govern.
- (4) Coal cutters get 10 per cent less than the rate paid before the strike fair consideration to be allowed to enable a man to earn an average wage where changing conditions in the coal make that necessary. This was always the case in Springhill, and is made necessary by reason of sudden changes in the hardness of the coal.
- (5) The usual clause that any employees may appeal to his superior against any alleged grievance, with an ultimate appeal to Mr. Plummer.

The result is then that there is to be no recognition of the U. M. W., that the docking system as established by the Longley board will prevail, and that the coal cutters go back ten per cent. less wages than obtained before the strike.

Springhill as a town is burdened with debt, the company has been put to enormous cost, and the men have lost over \$1,500,000 in wages, the province a large sum in revenue, resulting in the U. M. W. going back not recognized, and the cutters with a substantial cut in wages."

The Herald with a solemn face expresses the hope that there will be "no gloating by one party over the other", and that its columns are closed to any discussion "as to which side came off victorious." That is what some folk will be inclined to call rich, decidedly so. The facts are so obvious that there cannot be any discussion, nor can there be any 'gloating' on the part of the leaders. The unfortunate strikers are content to be allowed to go back at a reduction of ten per cent., and without a single microscopic concession. That is the naked truth. Never in the history of labor in this province were strikers so utterly worsted. Many men believed the assertion of the U. M. W. leaders that the foreign society was big enough and strong enough to bring the operators to their knees, and lo and behold it is all the other way about. All the honors of good deeds accomplished remain with the P. W. A., the little, the weak P. W. A., in the opinion of its opponents, but in deed and in truth the wise and the watchful P. W. A.

Already come complaints from mine managers of idle time on the part of the men retarding outputs. Is it not a little early in the season to begin holidaying.

## - Rubs by Rambler.

In an appeal taken to the supreme court against a decision of Judge Patterson who held, in an action taken against a Springhill striker for calling a workman a scab, that the name of or word scab was a term now in such general use to indicate a strike breaker that it had lost its original offensiveness, the court held that the word was still obnoxious and that the use of the term was an infraction of Springhill town bye laws. I cannot understand how Judge Patterson came to the conclusion that the word was not, or not now looked upon as offensive. If it were not considered about the most offensive term that could be used it would not be so favorite a word with strikers. The word was considered by the U. M. W's. in the Oape-Boston strike as one that carried with it the vilest sort of reproach. And the word is held to be so ugly that many men rather than have it hurled at them refrain from going to work. Their courage weakens at the thought of being called 'scab'. In saying the word had partly lost its original meaning Judge Patterson may be right, but instead of being looked upon as having grown inoffensive, it has increased in strength and virulence. Originally it was applied to men who would not come out on strike with their comrades. A scab and a strike breaker do not necessarily mean one and the same thing. A 'strike breaker'—the word I mean comes from the United States and means a professional breaker of strikes. He is hired as a strike breaker in many instances and not as a practical workman. The men in C. B. who would not come out, and who were yet union men, belonging as they did to the P. W. A., were called 'scabs'. Now, what was the meaning of the word here. It may have had no ready meaning, yet it was considered the hardest epithet that could be hurled at the workers. Judge Patterson to the contrary the word has lost none of its offensiveness, and those who use it should be shown no consideration.

Coal is a favorite theme with tory orators when addressing audiences outside the mining countries. When some people have made up their minds that a thing is so, no influence can convince them that it is not so, when it really is not so. Referring to some remarks of All. Bligh, one of the tory candidates for Halifax, the Herald reports thus: "The speaker showed how the price of coal had gone up about a dollar a ton owing to the monopoly. This \$800,000 is taken from the right hand pocket of the people, and only \$100,000 is returned to the province in royalty. Nova Scotia, with its inexhaustible mines, pays more for coal than any other country in the world with the possible exception of England."

If his hearers swallowed this, it does not say much for a Halifax audience. Supposing coal has gone up in Nova Scotia a dollar a ton, the quantity used for domestic purposes does not, at a dollar a ton increase, approach anything like \$800,000. There were only 1,800,000 tons of coal consumed last year in Nova Scotia. Of this quantity the steel works took 1,150,000 tons; the railways 150,000; industrial concerns 175,000 tons, leaving some 325,000 tons for domestic purposes. All. Bligh's figures are wide and wild. To persist then in saying there is a monopoly, when the conspiracy case fell to pieces, is to denigrate tot-

al dullness or deafness, or betrays exceeding great check. Here is how the case for monopoly stands:

Said to be in a Combine.		Outside the Combine.	
Dominion Coal Company,	Colonial Coal Co.		
N. S. S. & C.,	McKay " "		
Int. " "	Sydney " "		
Acadia " "	N. Atlantic " "		
	Port Hood " "		
	Inv. Ry. & " "		
	Minudie " "		
	Great Nor. " "		
	Maritime " "		
	Atlantic " "		

If a combine of four can dictate to ten non-combinesters, then surely it is a case of the tail wagging the dog. The statement that coal is dearer in Nova Scotia than in any other country, England excepted—is a gross perversion of the truth. Coal is cheaper in Nova Scotia than in any coal producing province of the Dominion, and cheaper than in any country where white labor is employed in the mines, with the exception of the U. S., and there negroes enter largely into the production.

Some two or three weeks ago, out of a good heart and from an overflowing treasury, the Glace Bay Gazette plunked down ten dollars as the nucleus of a fund which was to help to make Joy joyous on election night. Day by day I watched to see it grow, and so did the Gazette man. But not a dime. The Glace Bay man was bitterly disappointed. I received no shock, for profiting by past experience I had no idea that the mustard seed would blossom into a tree strong enough for the Joy men to climb up on its branches. I looked for failure. I had sized up the C. B. socialists and I knew that they lived for the purposes of other men's pocket books and not their own. The Gazette is very angry. You see its hopes were very high. To be wounded in the house of your friends is enough to make any man mad. Cheer up, old man, your intentions were good, though brutally unappreciated. In its just, yes, just will do, indignation, the Gazette says it will never, no never again, inaugurate, subscribe to, assist, believe in, or countenance a labor candidate's campaign fund:

"When this paper opened this subscription we stated that we did so because we believed in the direct representation of Labor in Parliament, and believed Mr. Joy, from all we learn about him, to be the type of man whose presence in the Legislature would be of distinct advantage to the workmen and to the province generally; and further because we wanted to give those people in this town and county who from time to time had considerable to say about the direct representation of Labor in Parliament, a chance to show by implementing their golden words with good coin of the realm, that they meant what they said.

"We regret that the amount forwarded to Mr. Joy's committee from here was only our own little V., but aside from helping a good cause the money has been well spent in a test of just how much "hot air" there is in the talk of these at these colleries who profess to be in favor of the direct representation of Labor in Parliament. In future any of these, be they politicians of either party, labor union officials, labor agitators or workingmen, will please excuse us if we smile when we hear any of that sort of talk from them. The man who says that workingmen should send some of themselves to Parliament, and who has not even a solitary quarter to back up

his words, cannot be speaking sincerely."

Cheer up brother. We have all in our day got only labor and lighter pockets for our jans.

A short time since the Lord Advocate was asked in the British House of Commons "if he was aware that at some of the pits in Lanarkshire the Poles who were in a majority, wished to replace a British checkweighman by a foreigner." This was rather a peculiar question. Assuming that the law in Scotland is similar to that in vogue here, a checkweighman is elected by a majority vote of the workmen by ballot. So long as aliens work in the mines of either country they have equal rights with the natives in respect to such questions. The aliens are required to pay the checkweighman and therefore must have a voice in his election, and it might be expected that where they are in a majority they will make their own selection. Mr. Churchill and not the Lord Advocate replied in writing as follows:—

"I have made inquiries, and am informed that at one of the four pits referred to the Poles, being dissatisfied with the checkweigher, have attempted to substitute another, who, however, is also a Scotsman. The matter has now been brought before the Courts, and is still unsettled. I am not aware that the Scottish miners have left work. The number of Poles employed underground at the pit is 91; the number of British, 25; the total number of Poles in all four pits is 140; and of British, 336. The right of appointment of checkweigher rests with the men, and the mode of appointment is regulated by the statutes; and I have no power to take any action in the matter."

I have longed for the day when I would see the Eastern Chronicle become the ally and not the critic merely of the coal industry, an industry of paramount importance to the county and to the province. Having waited patiently and in hope, the reward has come. Of course the RECORD claims no credit for bringing about the blissful change of heart. You see one cannot well tell whether a sudden burst of love for the badly maligned barons, or a desire to muzzle the mouths of the croakers about the price of coal, and coal monopolies, did the trick, but that is neither here nor there, it is done, and, I may add, pretty well done too. After quoting what the Tories say in reference to the Whitney Syndicate monopoly the Eastern Chronicle proceeds:—

"The first positive statement in the above jumble of deliberate untruths is that the act creating the Whitney syndicate created a monopoly of coal sales in this province. This act referred only to those mines operated by the Dominion Coal Company. It did not refer to Springhill or any other mine in Cumberland. It did not refer to any of the mines in Pictou. It did not refer to any of the mines in Inverness, nor did it refer to the mines operated by the Nova Scotia Steel and Coal company in Cape Breton. These mines, situated in four counties, are not now, never were, under the control of the Whitney Syndicate. In fact this statement in the paragraph quoted is a blazing falsehood.

Another statement is that the people pay from one to two dollars a ton more for their coal because of the Whitney Syndicate. Mr. Thomas Cantley, a few days ago, stated that the profit made on a ton of coal does not exceed twenty-five cents. Messrs. Baillie, Tanner and Robertson in their pamphlet declare that the consumers of coal are charged by the coal companies, including Mr. Cantley's company, from one to two dollars a ton more than the coals costs to mine and deliver.

Who is telling the truth, Mr. Cantley, or Mr. Baillie, Tanner or Robertson? The latter gentlemen declare that Mr. Cantley's with the other companies mining coal in Nova Scotia are squeezing \$1,000,000 a year from the people of Nova Scotia which "money is poured into the coffers of the 'coal barons.'"

During some years past the price of coal has been increased. No one denies that. But, judging from small dividends, lack of dividends, etc., the Liberals have been forced to conclude that for various reasons the operators in Nova Scotia are selling coal as cheaply as they can. The Liberal party have noted that miners' wages have increased during late years, and they have concluded the statement of the operators that they cannot sell coal any cheaper than they do and pay the wages they do is a statement of fact, consequently they have cut the question of cheaper coals out of their political issues. Is it fair that the Conservative candidates be permitted, unrebuked and uncorrected, to preach throughout the province that the government enacted a law that empowers the 'coal barons' to steal a million dollars annually from the people?

As we understand the coal mining question in this country it would be impossible to keep the mines running and sell coals for a smaller price than that for which it is sold now. We also, understand that if from one dollar to two dollars is taken from the selling price of coal wages must drop in proportion. What do the miners think of the applied allegation that their employers rob the consumers of between one and two dollars a ton on the coal they mine? Were it not for the large vote Messrs. Baillie, Tanner and Robertson expect to get from the miners of Westville they would have absolutely no hope of election. But how can the miners vote for them under the circumstances? If Messrs Baillie, Tanner and Robertson are elected and the Murray government is defeated one of the first things the Baillie-Tanner government must do is to go to the 'coal barons' and say:

"You hold your leases from the government. Under cover of those leases you have entered into a combine under which you 'squeeze \$1,000,000 a year from the people of Nova Scotia,' part of which goes into your own 'pockets.'"

We have been elected to stop that legalized robbing of the people and must lower the selling price of coal from \$1 to \$2 a ton, or we will cancel your leases." We may imagine that the "coal barons" will reply—"Very well, if we reduce the selling price of coal even half the amount you demand the first thing that must be done is to reduce the miners wages at least 50 per cent. We cannot buy material at a less price than we pay now; the only cut that can be made is in wages paid the men. Gentlemen, your demand is equivalent to an order for closing down the mine, for, if we reduce wages to an amount which would enable us to sell coal at a dollar less a ton than we do now, there will be a general strike, a strike that would have popular sympathy all over the province.

The gravamen of the case as it effected this county, where the coal industry is so important and where it is equally important that nothing will be done to reduce wages, is that the conservative candidates are relying mainly for election on the votes of the electors of Westville in whose interest it is paramount that there be no disturbance in either the selling price of coal, nor the wages of the men who are winning if from the pits."

# SUBSCRIPTION LIST

Now Open will Close June 10th.

## HYGIENIC FRESH MILK CO., LTD.

**Antigonish, N. S.**

### PLANT

Fully equipped with a capacity of 4,000 quarts of Milk per day; also, complete condensing plant.

### PROCESS

The Milk on being received at the Factory in Antigonish—from farmers within a radius of five miles—is tested by the Factory Manager and if it does not show all the characteristics of pure milk it is rejected; if the milk is found absolutely pure and fresh it is immediately heated to 180 degrees Fahrenheit, filtered and Pasteurized. It is then Homogenized by special machinery, after which it is refrigerated and then aerated.

The milk, therefore, having been heated to 180 degrees Fahrenheit, filtered, pasteurized, homogenized, refrigerated, aerated, and finally sterilized at a temperature of 226 degrees Fahrenheit for twenty-two minutes while enclosed in hermetically sealed bottles, is then ready for the market.

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### DEMAND

The demand for this Homogenized Milk and Cream is away ahead of present supply and increasing daily.

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The Milk and Cream produced by this process is highly recommended by leading medical men the world over as being the only absolutely pure milk on the market.

### PATENTS

This Company owns the exclusive right to use the Homogenizing Machine in the Maritime Provinces under patents which were originally granted to A. Caulin, Paris, France. This Company also owns the patent rights for the Maritime Provinces originally granted to Arthur Prirur, of Montreal, for certain improvements in process in treating milk, granted May 11th., 1909, No. 118274; also a patent for certain improvements in food products, granted May 11th., 1909, No. 118311. (Copies of the above patents are on file at this office.)

### STOCK OFFERING.

Hygienic Fresh Milk Company, Limited.

OFFICERS AND DIRECTORS:

1. A. Lapierre, President; 2. H. F. Brymer, Sec'y.-Treasurer; 3. Angus McArthur, Director; Four to be named by subscribers to Preferred Stock.  
AUDITOR—R. Carter, Halifax, N. S. SOLICITOR—John U. Ross, K. C. Pictou, N. S. BANKERS—Bank of Nova Scotia, Antigonish, N. S.

COMMON STOCK:

\$125,000.  
12,500 shares of \$10 each. All Issued.

7 P. C. CUMULATIVE PREFERRED STOCK:

\$50,000  
5,000 shares of \$10 each. 1000 Shares Issued.

I NOW OFFER FOR SALE THE FOLLOWING:

4,000 SHARES OF THE 7 P. C. CUMULATIVE PREFERRED STOCK AT PAR, \$10 WITH A

**Bonus of 50 Per Cent. of Common Stock.**

### PREFERRED STOCK

The Preferred Stock is subject to call after 1912 on payment of a premium of 10% and accrued interest to date of call. It will also have first preference of exchange for Bonds of this Company at par should a Bond issue be made. It is preferred both as to dividend and principal. The security back of the issue of preferred stock is represented by the whole assets of the Company, as there are no bonds, and this capital will retire mortgage on the building and all debts against plant and leave sufficient working capital.

### EARNINGS

The estimated earnings for the current year, based on an output of 2,000 quarts of milk per day, will be 3 TIMES THE AMOUNT NECESSARY TO PAY DIVIDENDS ON THE PREFERRED STOCK.

I will mail prospectus and subscription blank on request. Make all applications for stock to

**Louis N. Fuller,**

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New Glasgow, N. S.

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A mineral enthusiast in an optimistic burst affirmed with fervor that little Nova Scotia had as much coal land as the big United States. This was going it some it must be admitted. The coal areas of three of the States of the Union have fifty times the number of coal areas in square miles than Nova Scotia has miles altogether. The State of Pa. shows the least coal area of seven states and yet at the same time shows nigh twenty times the area of coal lands that Nova Scotia shows. The enthusiast must have been looking at the mineral map of Nova Scotia when the sun was getting low. Nova Scotia can however say that her coal fields are advantageously situated, while the states, having the largest coal areas, are in nigh inaccessible districts.

Any one who has a wide range of reading, or is brought in contact with a wide circle of acquaintances, as it is necessarily the case in the journalistic profession, must realize how often it is that ignorance rather than knowledge is the mainspring of discourse. Surely a great deal of comment that one hears is ill-considered, and those having the least reliable information seem to be the most anxious to exploit it. Of course much of the misinformation is presented in thoroughly good faith—all of us are honestly mistaken at times—but when one considers how frequently the actual records nullify what one hears in regard to weather, trade conditions and the price and profits on coal, the need of accurate statistics is impressed upon the mind and it is realized that a trade journal serves a useful purpose in laying reliable, authentic information before its readers.

### Intercolonial Railway

#### TENDER.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender, Addition to Engine House Stellarton," will be received up to and including Friday, June 23, 1911.

For the construction of an Addition of Six stalls to the Engine House at Stellarton, N. S.

Plans and specification may be seen on and after the 10th instant at the Office of the Secretary of the Department of Railways and Canals, Ottawa, Ont., the Station Master's Office at Stellarton, N. S., and at the Chief Engineer's Office, Moncton, N. B., at which places forms of tenders may be obtained.

All the conditions of the specification must be complied with.

A. W. CAMPBELL,  
Chairman, Government Railways Managing Board.  
Ottawa, Ont., June 2nd, 1911.

Arrangements have been made for commencing operations almost immediately on the great soda lake in the East African Protectorate. The lake is 50 square miles in extent, and it is calculated that it will yield 4,000,000 tons of soda.

The fact that no fewer than 80 coal-mining holds are in actual operation bears ample witness to the success of the new regulations, as well as to the marked development which is taking place in Western coal-mining. (Canada)

### INTERCOLONIAL RAILWAY

#### TENDER.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender, Fredericton Station," will be received up to and including Saturday, June 17th, 1911.

For the construction of a Passenger Station at Fredericton, N. B.

Plans and specification may be seen at the Office of the Secretary of the Department of Railways and Canals, Ottawa Ont., the Station Master's Office at Fredericton, N. B., and at the Chief Engineer's Office, Moncton, N. B., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

A. W. CAMPBELL,  
Chairman, Government Railways Managing Board.  
Ottawa, Ont., June 2nd, 1911.



The Montreal papers put the statement that the supply of ore of the Dom. Steel Co. at Wabana was inexhaustible as the Scotia supply into the mouth of R. E. Harris, President of the latter company. That would have been nice of Mr. Harris had he said it, but catch him tripping himself up. He knew that the Steel company officials had claimed to have 100,000,000 tons, and not very likely he would tell them they did not know anything about it, which he would have done had he made this alleged statement. Mr. Harris claims that Scotia has ore for a thousand years, with a 600,000 tons yearly output, equal to 600,000,000 tons. The Pres. of Scotia could not have stated that one hundred millions was as inexhaustible a quantity as six hundred millions. The easiest way to put it is to say that both companies have sufficient ore to out-live or out-last any of the present shareholders of either concern. When Fred Jones went to Montreal he left no man behind him in Nona Scotia who could figure out things on a truly liberal scale, and for that reason, among others, we scarcely think Pres. Harris made the speech that he is credited with.

The new mining code drafted by Chief Roderick, of the Department of Mines, for the regulations of bituminous collieries, and to which the RECORD made reference, has been defeated in the lower house of the Legislature. The bill was opposed, as regards some of its provisions, by operators, miners and mine inspectors, and the lawmakers decided that it was not satisfactory in its present form.

#### BRITAIN'S GREAT EXPERIMENT.

We subjoin an article from the New York Evening Post criticising Lloyd George's insurance and unemployment bill. The Post does not use the word Britain but England against which the RECORD protests as it is as much Scotland's as England's great experiment. The criticism is fair and friendly. The Post agrees with the RECORDS contention as to pensions, namely that those who may become beneficiaries ought to be contributors. The article is well worth perusal.

"The introduction in Parliament of Mr. Lloyd George's bill for insuring workmen against sickness and unemployment may do more to make this session historically memorable than the bill abolishing the Lords' veto. It is a measure which has been long expected and long preparing. It cannot be denied that it follows logically the legislation that has gone before it, and embodies principles or, at any rate, methods of governmental action which both English parties have adopted. The only difference is that the Conservatives promised such bills, while the Liberals are making them into law.

Mixed motives enter into this proposed legislation. Grant as much humane enthusiasm as you please, on the part of Lloyd George and his followers; concede that the House of Commons is full of men whose hearts ache as they think of the hazards and miseries to which those are exposed who dredge any sweat at the nation's work; still this great social bill has its immediate spring in politics. Its origin is only partly

in sympathy and pity; as we see from the way in which both parties have been bidding against each other, and as is evidenced by the fact that the Conservatives do not dare attack this bill which is tantamount to a revolution in English legislation, the public men who are promoting insurance against sickness and unemployment are looking at the sufferers, to be sure, but they are also looking at the voters. It has been made perfectly clear that they did so in the case of old-age pensions—that they openly boasted—and it will be so with the other. Even with Bismarck the political motive entered in: his elaborate schemes of workmen's insurance were intended to halt the march of German Socialism—with what success we know? "

Now, the moment you admit anything like a party motive into a great piece of constructive legislation, you are very apt to vitiate its framing and are almost certain to pervert its functioning. Lloyd George begins well, it is true, with demanding a contribution by the workmen themselves. It was a vice of his old-age pension scheme that it did not. But, with the matter thrown into politics, how long will it be before the workmen insist that their employers and the state pay the whole insurance bill? Even in the general acclaim with which the bill was received, one Labor member remarked that the premiums exacted from the working people were too high, exactly; and as soon as they think they are politically strong enough to demand that they be cut down or abolished altogether, they will do it; and what party will be strong enough to resist them? Moreover, if it be found in practice, as it has been in Germany, that the state-insurance system leads to a great deal of malingering and sham-sickness among workmen, will the necessary sharpness of inspection and examination be submitted to by men who think that their class has the votes to turn the Government out?

We can only suggest the dangers that start up all along the track of such a gigantic innovation. Excellent impulses often lead to dire consequences. Of the statesmen who brought England low in the eighteenth century, Burke said that they dealt only in bits and scraps, and had not the power to think a great matter entirely through. We gravely doubt if the vast experiment upon which Lloyd George is entering has been thought through. Confessedly, he touches but the fringe of the garment of the problem of the unemployed in England. He hopes to aid a handful of skilled men temporarily out of work, but the sunk masses of the unemployable are beyond any remedy of his—and 'they' are the real problem. The cheerful hope is, of course, that state-insurance will free its beneficiaries from the haunting dread that now hangs over too many of them, make them brighter and more energetic; but may it not make them increasingly dependent? To give a new set to human motives is always perilous; they may go the way we desire, but they may take an unexpected and alarming direction. This we do know—from history and our own experience—that it is a vicious thing in a democracy to get it into the heads of the people that, as Grover Cleveland said, they are not to support the government, but the government is to support them."

## AROUND THE COLLIERIES.

Now is the time for the P. W. A. to buckle to and drive the invaders from the province once and for all.

Better outputs are reported from the Springhill collieries. The ranks of the workers are being steadily if a trifle slowly, added to.

The Springhill strike promoters chief demand was 'recognition'. Well, they did not get it, but got instead for the men they misled a ten per cent. reduction.

Mr. John Johnstone, Asst. Supt. of the Nova Scotia Steel & Coal Co's. collieries, who has been ailing for some time, is taking a vacation. He has gone to Montreal to consult a specialist. It has been said that Mr. Johnstone may be off for several months, but his friends hope to see him back in thirty days.

There will be no U. M. W. propogandists permitted in the Springhill pits. Profiting by experience gained at the Waterford and perhaps other collieries, a notice has been issued by the Springhill management, that any man who attempts to discuss the settlement from the time he leaves the bankhead until he returns will be permitted immediately to resign.

It is said the Nova Scotia Steel & Coal Co. have secured land near the old Victoria pier for the erection of a large coal shipping pier. The land has been secured in anti-ipation of the opening up of one or more collieries not far from the old Victoria mines. There are two seams of coal going seaward aggregating fifteen feet in thickness. In the territory, which could be served with a couple of slopes, there is estimated to be thirty million tons of coal or more, a quantity sufficient for trade necessities for a goodly number of years.

The Stellarton Board of Trade is anxious to get a suitable sight for a post office. The RECORD is not a local paper but perhaps may be permitted to say that the question of a site is dead easy. What ails the Y. M. C. A. building, which is likely to be in the market. It may not face four streets, but it looks upon streets facing in four directions, and it is central. It may be urged that it is too far south. Is it so in fact? Measure from the Southern boundary line to the post office, and then measure that distance from the Lourdes P. O. walking South, and when the distance is reached it will be found that from this point to the post office is about the same distance as from the office to the South line. The lower flat—a door cut on the upper south side—would furnish ample room for years to come and that without interfering with the Royal Bank's quarters. But perhaps the government may want a bran new building. If the postmaster is not to have the life of a dog, for pity sake don't place the building at the foot of the school hill. When talking post office don't forget custom house. There are men in Stellarton willing to be appointed customs officers.

The Springhill Collieries are the best manned, or should we say officered, in the Dominion. There are now six Underground Managers. This must mean rigid discipline or rapid development.

The Nova Scotia Steel & Coal Co. will shortly commence the erection of a commodious and substantial brick building as a general office. The present office does not meet the requirements of so progressive and growing a concern.

On a day lately the collieries at Sydney Mines raised 3,080 tons which is the best days work since the accident to No. 3. Owing to this accident the company has considerable lee way to make up, and this can only be done by the miners taking no more off-days than necessary.

It is quite safe to predict that there will be no general strike at the collieries on the 15th. May, 1911, as threatened. What a miserable mess the U. M. W. agitators have made of the whole business. They have brought disgrace on themselves and misery to hundreds of homes.

An official of the U. M. W.'s, a month or two ago referred to the high rates being paid in B. C., as compared with Nova Scotia. It is quite possible for coal companies to pay long rates if it is understood that the shareholders should not look for profits. Not content with the rates received the U. M. W. asked for more. Before the Conciliation Board an official of the Crow's Nest Coal Co. stated that at one of the company's mines there had been for the past two years a loss of thirty cents on every ton sold. In two years on that mine the company had lost \$60,000. The U. M. W. leaders, however, care for none of these things. The whole aim of a coal company should be to comply with the demands made upon them by their workmen.

Speaking at Baddeck the other day Premier Murray made the following allusion to the Relief Societies. His expressed opinions furnished proof that Murray at times exhibits the possession of strong, sound, common sense, which is not always characteristic of the general run of politicians. His views on the point are in harmony with those of the RECORD:

"No Workmen's Compensation Act which could be devised would bring about the same practical result, as the Relief Societies in existence at the present time. He was in favor of a Workmen's Compensation Act but if they were to ask him to exchange the Mutual Relief Societies in existence with the Dominion Steel Corporation for any Workmen's Compensation Act which could properly be passed in the legislature at Halifax, he would say their present existing associations meant more to the men and their families in cases of sickness, accident or of death, than the legislative enactments on the statute books of this or any other country. What folly it was, for men who never studied either one act or the other to deny one and hold up the other without having any knowledge of the facts."

## AROUND THE COLIERIES.

Strathcona Lodge, Westville, which has been taking a recess for the past few years, is now again at work helping to uphold the banner of the P. W. A. It is to be hoped that the members of the three Pictou lodges will each take an active part in the work of the association and help to remove the last remnant of the undesirable U. M. W. from the province.

Up till the time of writing Dr. Kendall has not gone back to Dominion to tell the P. W. A. what he did to secure recognition of the U. M. W. He has got yet another new fail. He purposes to pension the Legislative Councillors and increase the number of members in the Assembly to fifty-three. This would be making of it a sort of county council. There is seemingly no cure for beinbonnettes.

As indicative of the increased business being done in Nova Scotia, and of the increased quantity of manufactures, and wares generally, being carried over the I. C. R., it is only necessary to point out that in 1898 the I. C. R. contract called for 175,000 tons whereas ten years later the quantity required was 475,000. This year over 500,000 tons of coal will be necessary to meet I. C. R. requirements.

There have been two more fatal accidents since last issue, one on the Northern and one on the Southern side of Sydney Harbor. The list grows, and seemingly nothing can be done to prevent these accidents. Surely there is a preventive. Are our miners now less skillful, or are they more rash than the miners of 30 years ago, or is the roof more tender and the rush to get through early greater. Is more risk now taken, and is due caution not observed.

There were 48,830 persons employed in and about the mines of Ohio last year, of whom 7,214 were pick miners, the remainder being machine runners, loaders, shot-firers, etc. The average amount of coal produced by each machine runner in 1910 was 9,139 tons, while the pick miners averaged 602 tons each. Average number of days worked by machine runners is set down as 201, and by hand miners as 168. The death rate among the mine workers of the State was considerably higher in 1910 than in 1906, the fatalities numbering 161 in the one case and 115 in the other.

The Nova Scotia Steel & Coal Co. being desirous of getting access—through Dominion Coal Co. areas—to their submarine areas at Victoria, on the Lingan side, have in compliance with the terms of the Mines Act served the Dominion Coal Co. with notice in writing of their intention to tunnel through the land held by the Dominion Coal Co. to the areas of the Nova Scotia Steel & Coal Co. If the Dominion Coal Co. fails to come to any agreement the Nova Scotia Co. will make application to the Governor-in-Council and to the Dominion Coal Co. with plans showing their intentions. After that the Government on evidence may grant the application, that is, invest the Nova Scotia Company with power to proceed, or may refuse.

At the present time men are scarce at the Wabana mines, Newfoundland. Agents are scouring the country after men and it is thought success will be met with. The new plant of the Steel Co. at Wabana is in operation and working satisfactorily. The ventilating of, and the pumping from, the mine are done by electricity. A level has been driven into the high ores. Nine feet of ore are being extracted and yet there is ore above. It is of excellent quality. The product from the mine is now hoisted in two skips, each with a capacity of twenty tons. The small mine cars dump the ore into pockets and from these it runs into the skips. It occupies two and a half minutes to hoist a skip from the pocket to the bank-head. At this rate about four hundred tons an hour can be hoisted. The output of the mine at present is reduced to 1500 tons owing to scarcity of men. When the full force is employed two thousand tons a day and over may be looked for.

Some of the papers seem to think that it will be something wonderful if the output of the Dominion Coal Co. for the present year beats all previous records. The RECORD on the other hand thinks an increased output the thing, naturally to expect. True, the mines on the Southern side may not show the outputs of some former years, but any deficiency here should be made up by the collieries to the North, or in the Lingan district. If development in the Lingan areas proceeds briskly, and there is nothing known to prevent that, there should be a steady increase in output year by year, for the next half dozen years at any rate. The RECORD would be inclined to figure the outputs for the next few years as follows. The several superintendents can figure it out and show any underestimate. The monthly shipments from the two districts should be as follows. Birch Grove is included as a producer from 1906.

Year.	Glance Bay side.	Lingan Side	Yearly Total
1911	260,000 tons	35,000 tons	295,000 tons
1912	260,000 "	60,000 "	320,000
1913	258,000 "	87,000 "	345,000
1914	255,000 "	95,000 "	350,000
1915	255,000 "	115,000 "	370,000
1916	260,000 "	140,000 "	400,000

That is to say that against a production of 3,243,000 tons which were the figures for 1908, this year will show, should, at the least, show 3,540,000 tons, while 1916 should show a years production as 4,800,000 or roughly a million and a quarter tons better than 1911. It is assumed that the natural increase in sales for the whole of Nova Scotia averages 10 per cent. yearly. If this be taken as a basis of calculation, our figures are much below the mark, and assume that the Dominion Coal Co. will only increase its output by 5 per cent. yearly. Should the management determine, and it can do it if it says so, that the company's increase in output must keep pace with the province's yearly increase in shipments, then by the end of 1916 the monthly output would be over 610,000 or say 7,000,000 tons a year, as against a monthly output of 400,000 and an output of 4,800,000 assumed for the present year.

## CANADIAN FAIRBANKS SCALES.

An important item of interest in Montreal business at the present time, has been the awarding of a contract for the largest automatic grain-weighing scales ever built to The Canadian Fairbanks Company, Limited, to the Montreal Harbor Commissioners. This contract calls for the installation of 14 automatic weighers in the city's new 2,000,000 bushel grain elevator, No. 2, before the opening of navigation next spring. This port exports far more grain than any other city on the American Continent, New York not excepted. In addition to the Canadian product, much American grain has been diverted from New York to Montreal for export, as the freight rates are lower on grain coming down the St. Lawrence than via railroad, or Erie Canal to New York. Therefore with its steadily growing importance as a grain exporting center Montreal has found it necessary to materially increase its elevator facilities, which has resulted in the erection of the new 2,000,000 bushel elevator No. 2. In a plant of such large capacity it was, of course, necessary that the most modern and accurate weighing apparatus be used. In the other elevators, the weighing is done largely by hand, requiring one man to each of the five scales and hoppers. The new installation will require but one man to look after the entire equipment, which consists of 14 separate scales, and this will mean a saving of a large sum of money annually represented by the salaries of thirteen expert weighers. When the Harbor Commissioners decided upon making such an extensive installation, they naturally turned to The Canadian Fairbanks Company, Limited, to supply the machines desired, as that company, by reason of its extensive facilities, wide experience and the high reputation of its products was the logical concern to which to trust the work.

The Canadian Fairbanks Company, Limited, it is perhaps unnecessary for us to add, is the largest enterprise of the kind in the Dominion, operating a large plant in Toronto where they manufacture the famous Fairbanks-Morse stationary and marine gas and gasoline engines, steam and power pumps, transmission supplies and expansion traps. Another extensive factory is operated at Sherbrook, P. Q., where they turn out the well-known Fairbanks Scales and Fairbanks Valves, and the products of these plants is handled through branch houses extending from the Atlantic to the Pacific, at St. John, Montreal, Ottawa, Toronto, Winnipeg, Saskatoon, Calgary, Vancouver and Victoria. While occupying a position of the first importance in Canadian manufacturing circles, it is well for the reader to remember, that the Canadian Fairbanks Company, Limited, are sole agents for the Dominion and that they are prepared to furnish almost every kind of power producing, transmission and special machinery for which there is any demand, railway and contractors supplies, electrical machinery and supplies, etc., and that in engineering specialties and motor-boat supplies they particularly excel. They are in a position to equip entire factories and with their large facilities, wide experience and ample financial resources it will be readily understood that they

are in a position to offer exceptionally liberal inducements to those requiring anything in their line.

A Rand Compressor, run by electricity, has been set up and is in operation at Dom. No. 12. The engine is of 600 horse power, and a feature of it is that the motor is placed on top of shaft. A second machine of similar size is in course of erection on Dom. 14. It is claimed one of these compressors can supply power for forty coal cutting machines.

INTERCOLONIAL RAILWAY  
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Sealed Tenders addressed to the undersigned, and marked on the outside, "Tender, Mulgrave Station," will be received up to and including Saturday, June 10th, 1911, for the construction of a Brick and new passenger Station at Mulgrave, N. S.

Plans and specification may be seen at the office of the Secretary of the Department of Railways and Canals, Ottawa, Ont., the Station Master's Office at Mulgrave, N. S., and at the Chief Engineer's Office, Moncton, N. B., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

A. W. CAMPBELL,

Chairman Government Railways Managing Board,  
Ottawa, Ont., May 26th, 1911.

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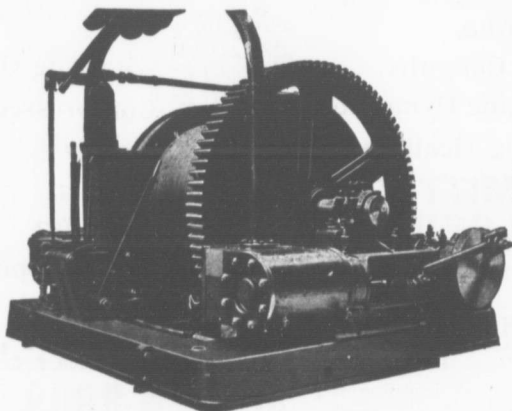
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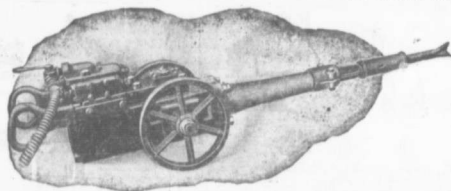
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P. M.	A. M.		P. M.	A. M.
3 20	10 40	P. TUPPER JUNCTION	3 45	11 0
3 25	10 35	INVERNESS JCT.	3 50	11 0
3 17	10 29	PORT HAWKESBURY	3 55	11 11
3 00	10 12		4 00	11 20
	10 07	PORT HASTINGS	4 10	A. M.
	9 52	TROY	4 25	
	9 44	CREEKNISH	4 35	
	9 27	CRAIGMORE	4 50	
	9 08	FUDOUK	5 05	
	8 50	CATHERINES POND	5 18	
	8 41	PORT HOOD	5 30	
	8 35	GLENCOE	5 38	
	8 21	MARIE	5 50	
	7 59	GLEN DYRE	6 10	
	7 40	BLACK RIVER	6 25	
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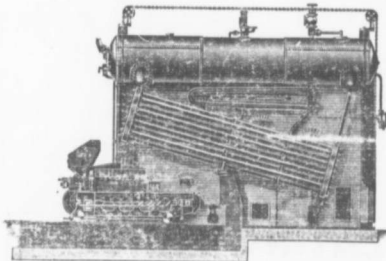
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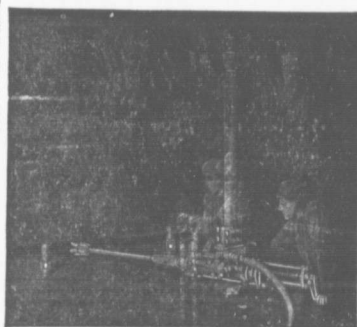
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Volatile combustible matter 18.94 %	27.93 %	28.41 %	
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	.58 %	.79 %

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