

Maritime Mining Record

JAN. 25 1911

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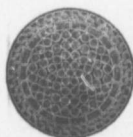
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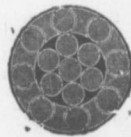
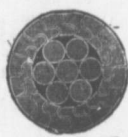
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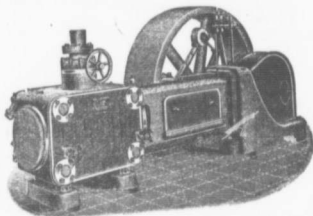
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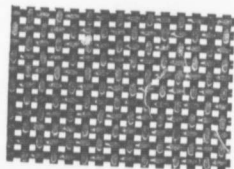
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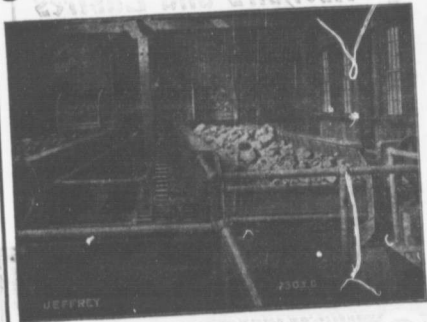
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MARITIME MINING RECORD

Vol. 13, No. 14 Stellarton, N. S., Jan. 25th. 1911. New Series

PROGRESS

Through immeasurable ages our planet has been going one way: working out its problem of life. None but an external spectator could discern in it from century to century any perceptible movement. Some geologists give fifty million years from the Laurentian period to the early, Pleistocene Marsupials and lemurs appear in the lower Eocene strata, supposed to be three million years old. Manlike apes come in the Miocene period eight million years ago. Then we have pithcanthropus, or erect man-ape, a quarter of a million years back, the herald of the human race. Think of that number of nights and days, in which our planet has been circling round the sun; where from æon to æon you see no hint of change, yet the change ever going on, change from simple to complex, from low to high, from amoeba to quadruped, from beast to man; from savagery to civilization, from the then to the now! And the movement always one way! Can we imagine that this age-long labour is all for nothing? That this eternal making is all for nothing but the final pleasure of destroying? To destroy is the lowest exercise of power. A petroleuse can burn down the Tuleries; she could not build one. The universe contains more intelligence, more moral value than a mere passion for destruction. A fool can kill; it takes a God to create. If the universe teaches us anything, its story is of an eternal progress, under the guidance of One greater than itself. But if we believe in progress let us be well assured what we mean by it. Man, in his efforts for betterment, is, we have tried to show, on the right track, following a cosmic movement which is not going to deceive him. But he follows it with varying success. He has to be taught by his mistakes, and he makes a good many. On the road he is continually meeting by-path meadows which lead to the prison of Giant Despair. In his hurry for sectional gain, he so often loses more than he wins. He seems to have to pay heavy discount on his every transaction. Take, for instance, our modern civilisation. Can we speak of that as in all respects a going on? Everything we do in it carries its drawback. We build the town and lose the robustness of the countryman. We invent the watch and lose the savage's instinct of time. We make roads and put up signposts and are lost, as the Indian never is, in the trackless forest.

Contrast the America of a hundred years ago with the America of to-day. Ours is the age of a thousand wonderful inventions, all of which are exploited to their utmost extent in the great republic. That we call progress. But what of the average human condition? A century ago the American population was hardy, frugal, industrious and well-to-do, living large-

ly on the land, with few bloated fortunes, but, on the other hand, no abject poverty. What is the spectacle to-day? According to Dr. Whiton, 1 per cent. of the population own as much wealth as the remaining 99 per cent. In Boston during the year 1903 136,000 people, or 20 per cent. of the population, were assisted by the public authorities. One in every ten who die in New York is buried a pauper. The Times' New York correspondent recently stated that two thirds of the inhabitants of that city live in tenement houses that have over 350,000 living rooms into which, because they are windowless, no ray of sunshine ever enters. The English story is not dissimilar; is, in some respects, even worse. Contrast the position of the Northern cloth-worker of the eighteenth century, as pictured then by Arthur Young, doing his work at home, with his lusty sons and daughters as assistants, all comfortably housed and fed, living in the open country; with that of the modern operative, housed in a Manchester slum, pallid, undersized and shrunken, and you realize that our 'industrial progress' has not been all gain. We have yet to understand that progress, in any real sense, is a human progress—of body, soul and spirit—and not a machinery progress, or money progress.

We are full to-day of political progress, and it is well to know what we mean by it. Enthusiasts point us to the democratic movement, to Reform Bills, to the enfranchisement of the masses, the abolition of privilege, the lessening power of feudalism and the growing power of the toilers. We subscribe to all that, and to more in the same direction. We want a national well-being not the well-being of one class founded on the ill-being of another. But let us be quite clear on the point. Does anyone suppose we are on the way to betterment by simply putting one class in power in place of another? That by itself would be to substitute one greed for another, to substitute an old badness for a new one. An Australian correspondent of the present writer complains of the dominant working class out there as pursuing a purely class and selfish policy. Whether that be so or not, we are not anxious for this kind of development. There can be no political progress apart from the growth in us all, rulers and ruled, of a new spirit—the spirit which recognises power, not as a goal of ambition, as an opportunity of self-interest, but as a call to service for the welfare of the whole. A republic, said Montesquieu, must be founded on virtue. The Sate, observes Lassalle—and it is one of the best things he uttered—'shall be the institution in which the whole virtue of manhood shall realize itself.' The gist of it all is that political redemption, to be real, must move under a spiritual redemption. The nation will not move upward till its

soul has moved upward.

It comes again to this, that the one progress we have to plan and work for is the progress of man, of his body, his brain, and, above all, of his soul. And how slow has been the movement here; what lapses, what retrogressions! Compare the modern Egyptian with his far-off ancestors, according to what we read of him in perhaps the oldest book in the world, 'The Precepts of Pta-ho-Tep.' This book, at the time of the fifth dynasty, is full of the highest morality, where special stress is laid on the vital importance of training children, and of making a son a true gentleman! And have we Christians got far ahead of those Essene communities whom Josephus and Philo describe for us; who laboured in agriculture for their subsistence, who practiced the strictest temperance, of whom we read: 'Here everyone is master of his passions and a friend of peace. In all their work the brethren obey their directions of the superiors, only acts of kindness and mercy are left to their own discretion. Truthfulness in every word is strictly enjoined; they bind themselves to honor God, to practice righteousness towards men, always to hate the unrighteousness and to help the righteous, to be faithful in his relations 'all'. The world has moved since then towards vaster things than Egyptian or Essene ever conceived. Nevertheless, our modern society, in contemplation of such habits of life, might well turn to the recovery of some of these lost ideals instead of boasting itself over much — J. B. in Christian World.

THE BRITISH LOCKOUT.

"Before the shipyard lock-out fades from memory it will be a good thing if some of its lessons are thought over. For this dispute cannot be considered in relation only to the parties concerned. It is big with meaning for the whole of the unionism and the whole of the employers in the country. The original local strikes, which led to the lock out, were, possibly, only ebullitions of temper and dissatisfaction on the part of two small bodies of men. Yet, when the Employers' Federation had taken its decisive action, the whole body of workers affected revolted against their own leaders. There has been something more grim and inspiring about the unbending resolution with which a settlement twice agreed to by the leaders has been rejected by the votes of the members. Every week that the strike was prolonged meant accumulating hardship to the workers. Almost without exception, the men who went back to work Dec. 16, would begin their day less strong and efficient, and with the thought of a load of debt that will take many months to pay off. Yet, in the face of the counsels of their leaders, casting away their prospects of a successful outcome later. And they have won! . . . This lock-out has been a business result, to be deplored in every way, but it has big results. The Shipyard Agreement has been made an intelligent instrument, giving equal chances to both sides. On October 5th. last, the present writer said in the columns of the Westminster Gazette: 'There is a looseness about this arrangement which does not seem to make for peace and conciliation, but in drawing up the

Shipyard agreement (and since) the employers have shown themselves averse to the introduction of a neutral chairman.' The neutral chairman has now been brought in, and conferences will no longer be ended by an announcement from the employers' side that they will or will not meet a particular request. That is a triumph for re-arrangement as well as a guarantee of peace. The price on as well as of all proportion. In loss of wages and in depletion of the union funds the men have sacrificed three quarters of a million or more. On the employers' side huge quantities of machinery and capital have stood idle, materials have rusted in the yards, contracts have been delayed, others which have been offered have gone elsewhere. The loss here must have been as great as on the side of the men. Yet there is no other thing gained. This long dispute has proved before all else that the lock-out ever on a vast scale, is not a dependable weapon. For years now the workers have been coming to the conclusion that the value of the strike is gone. They have thrown themselves against the solid mass of the employers, and they have been broken again and again. To the masters it has been en again and again. To the masters it has been left to demonstrate that the lock-out can be equally futile. It may succeed here and there, but when used against a great body of intelligent men, whose tenacity is stimulated by a real sense of injustice, it, too, bends and breaks. With both sides learning their lesson there opens out the possibility of a new era of conciliation. That, however, will only give results if recognized that there is an entire change of conditions from what prevailed in the past. The discontent of the work-er must be recognized for what it is. Here we are faced no paltry question of a shilling more wages or an hour's less work in the week. We are dealing with practically a new class of being, which has come into existence by the way of free education, cheap newspapers, and the stirrings of the social conscience. The worker has been given the tools and the material of thought. He is not content, he will not be content, with the old surroundings, the working on from day to day merely for food and lodging, without the possibility of lifting himself to better things."

"The membership of the U. M. W. in December was the largest in the history of the organization, according to figures given out at Indianapolis last week. The total enrollment for the month was 308,860, an increase of 8,556 over the largest previous December enrollment, which was in 1907. The increase for last month over the corresponding month last year is 16,137." Why, they tried to make us believe in Nova Scotia that they were some 400,000 strong.

The most tragic accident that has happened to the Atlantic coal fleet for years occurred on Tuesday last week off Cape Cod, when three Philadelphia & Reading barges broke away from the tug Lykens during a gale and were dashed to pieces against the rocks, the 17 men and that made up the crews being drowned. A life-saving crew was stationed on the shore nearby, but was unable to render assistance owing to the violence of the storm. The barges sailed from Port Richmond on New Year's Day and were bound for various ports north of Boston. (Coal Trade Journal.)

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.

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Single Copies 5 cents

R. DRUMMOND, PUBLISHER.

STELLARTON N. S.

January 25

THE COST OF THE U. M. W.

The United Mine Workers of America's journal is greatly consoled and comforted by the thought that if the order gained no strike in Nova Scotia, its striking members were able to inflict a loss of nearly 400,000 tons in provincial coal sales. The organ of the U. M. W. is far too modest. The advent of the order to the province has been very much more costly than it takes credit for. If the infliction of loss is a legitimate matter for a trade union to gloat over then the U. M. W. organ would have been within the truth had it stated that the strikers had inflicted a loss of about a million tons of coal and a money loss of a million dollars exclusive of the million odd dollars reported to have been sent for the relief of the strikers.

Let attention, first of all, be directed to the loss of revenue to the Province, a direct, and it may be added, a dead, loss. We first refer to this loss because it is one that should appeal to every elector in the Province, for through it the several services, roads, education, etc., are so much poorer.

For the ten years previous to 1911, that is, from 1901 to 1910, the increase in coal shipments was 130% or say 11 per cent. per year on an average. Let us be content to say that the increase was ten per cent. yearly. In 1908 there were sold 5,485,000 odd tons of coal. In 1909, had not the U. M. W. interfered the sales should have been 6,000,000 instead of 4,600,000, and in 1910 they should have been 6,600,000 instead of 5,200,000. This gives an apparent loss of 1,400,000 tons. Let us say a million tons to be within the mark. Of this million tons the Island collieries lost say, 700,000 tons, and the Mainland 300,000 tons. Taking the former at twelve and a half cents per ton, and the latter at ten cents the dead loss to the revenue from loss of royalty is \$117,000. This loss surely must come home to the local government even though its exchequer is not empty. One can imagine that prudence would suggest that the local government take steps to prevent a similar loss in a similar way occurring in the future.

The U. M. W.'s since their coming have caused to the government, the members of the order themselves, and the tradesmen and dealers of the province a round two million dollars. And for what? One can imagine that two million dollars, or twice that sum might be well spent in recognition of or defence of a principle. In

this instance it was wanton waste for no principal was involved or was in any way at stake. It may be said: "That is a mistake, the liberty to join a union was involved." Nonsense. The Dominion Coal Co. did not care one little bit whether McDougall and Nicolson and McLennan belonged to one union or ten. They simply took the ground that in recognising one union and doing business with its committee they were doing all that could be reasonably required of it. Again we may be told the members of the U. M. W. were discriminated against. A government board said there was no discrimination, though a preference was shown P. W. A. men. Was that wrong? The very highest authority justifies preferences so long as no injury is inflicted, so long as it was said to be unpreferred, "take that thine is and go thy way." Because the company was good to those who were loyal, the U. M. W. eye was evil. Why should not bosses have preferences. If preference was abolished then were killed ambition and aspiration. If a company ought to recognize two unions, why ought it not to recognize half a dozen.

But far beyond any pecuniary loss inflicted on the Province is the loss morally, mentally and socially. What a sacrifice of manhood there has been. How baneful must be the effect of eighteen months idleness on the boys. What the effects on the men who have tasted of the bread of idleness for so long a period. The trail of the U. M. W. in Nova Scotia is blazed with blasted hopes and blighted homes; vanished savings and tarnished reputations. Where was amity it has sown enmity, and where was contentment and prosperity now dwells unrest and poverty. Without doubt the coming of the U. M. W. was costly.

THE SYDNEY MINES ACCIDENT.

Elsewhere we give a synopsis of the verdict of the jury at the Sydney Mines inquest. The jury is to be highly commended for the fairness and intelligence displayed in the discharge of a duty which required, besides intelligence, courage. They did not shrink that duty. We have not had the chance, as had the jury, of hearing all the evidence, and it is possible their information justifies the three important findings in their verdict. With the information we have we wonder if the jury was justified in declaring that there had been a violation of Rule 2, of General Rules. The fact that there were several Examiners leads to the belief that there were several recognized parts or sections in the mine. Whether the part of the mine in which the killed men were working was examined or not does not matter a great deal, as it, apparently, was safe, for the jury expressly declares that Ferguson, who was a considerable distance away, set off the gas. Was the part in which the six men were working a portion of the part Ferguson was examining. Rule 2 says that where gas has been found within three months examining shall be made, within three hours of commencing work, of 'every' part of the mine, and a report made to the manager of the condition thereof so far as ventilation is concerned; and then the rule proceeds: 'and a workman shall not go to work in such part until the same and the roadways leading thereto are stated to him by a person appointed for the purpose, to be safe.' To what does the word 'such' in the extract refer. There is no reference in the previous part of the rule to 'a' part, but it is said that 'every part' of the mine is to be inspected. Did the jury conclude

there was a violation of the rule without waiting to interpret the meaning of the lines we have quoted. Several witnesses at the inquest gave it as their opinion that a thorough examination of the mine should have been made owing to the pit having been idle and the air changed. The inference from this is that the examination should have been of a different nature from the ordinary practice. In all large mines there are several sections, or stations, and several examiners. The general practice is that each examiner reports to the men who work in his section, and not to report on the safety of the parts he has not examined. If it was reported to the men killed at the junction of the level and slope, or near it, that the place was safe, so far as ventilation is concerned, then there was no violation of Rule 2, unless, as we have stated, it was a part of the mine which fell to Ferguson to examine, and then there would be technically only a violation of the Rule. It would scarcely be practicable to report every part of the mine safe before allowing any man to go to work and there is no necessity for so construing the section. Suppose there are six stations in a mine, from No. 1 to No. 6. Nos. 1, 2, 3, 4, and 6 are reported safe and the workmen go to their places. In No. 5 the ventilation is not good, and there is gas found sufficient to show on a lamp. That fact need not and should not place the men in the other sections in danger, for the reason that men are not allowed to go to work in No. 5 until the ventilation is reported all right and the place has been freed from gas. We scarcely think the view the jury takes of the Rule is correct, and we would like to have fuller interpretation of it. Some may take objection to the finding of the jury, in reference to Rule 2, on the ground that the rule does not apply to men doing emergent or variable work, but to men who have set work and set times, or shifts, of work. We have our own idea of the intention of the Rule. Whether that intention is properly conveyed admits of argument, and of more argument if read in connection with Rule 5.

We may as well out with it and say that it is not the intention of the rule that all places of a mine shall be visited before men are admitted to any part of it, and if the jury made their finding of violation of Rule 2 on the ground that all places had not been inspected they are undoubtedly in error. Up till 1908, when the Mines Regulation Act underwent consolidation Rule 2, read that a person or persons were to inspect 'that part' of the mine intended to be worked, and this gives a reason for the appearance of the word 'such' in the third last line of the Rule as it now stands. It is quite evident that the omission of the words 'or persons' was an oversight of the Revisor, for it would be utter nonsense to expect that one person could examine a mine three hours before starting time. And it is also evident that the Revisor in 1908 came to the conclusion—though, perhaps wrongly—that 'every part of the mine' was a short way of getting around the phrase 'that part of the mine intended to be worked.'

It is said the jury had the intention in the act as promulgated. With an defence we are inclined to think they might have blamed the wording of the act rather than the company had they read page 2 of the act—its interpretation—and Rule 5 along with Rule 2.

THE DOCKING SYSTEM

There are those who assume that the docking

system at Springhill was unfair, even iniquitous, and some probably cannot understand why there should be docking at all. What is 'docking'? It is no new system but one legalized for three quarters of a century. The men at collieries are paid so much per ton for coal, for the cutting of the coal and for the loading of it into pit tubs. In mining, stone often gets mixed with the coal. It may be in the seam, or it may fall from the roof. If a man unintentionally sends up a few pounds of stone there is no dock or fine. If he sends up a specified quantity, say 28 lbs., he is fined so much; if 56 lbs. so much more, while if there is an undue quantity of stone indicating either gross carelessness or deliberate intention to defraud, the whole box is docked, or forfeited. The Springhill management have declared time and again that the system of docking in the strike was sanctioned by the Mines Department and acceded to formerly by the workmen. The trouble on this point arose over the question whether a new system under a new Mines Regulation Section should be substituted. We have never heard of a mine manager who desired to dock for either pleasure or profit. Docking is an evil, but a necessary one under present conditions. A 'dock' is a punishment, and its object to deter, to prevent a repetition of the offence, i. e. sending up stone with the coal. At some mines the operators allow the fines to go to charitable purposes; other operators appropriate the fines to recoup them from loss, for the loss in coal involves serious loss, the loss in weight of coal being an insignificant matter. At Springhill there are layers of stone met with occasionally in the seam for which the miners are allowed so much per inch, paid for by the operator. It may be difficult to keep this stone out with the coal were there no penalty for filling stone with the coal as it might soon follow that the article sent up as coal was not marketable, or if that is a little strong, that it required so close attention of the screenmen that the expense to the operator would render his business profitless. Stone in coal means no doubt a loss to both workmen and operators, the latter faring the worst. When the U. M. W. man spoke of 21,000 tons being taken from the men for which they did not receive one red cent, he did not speak truthfully. Suppose for arguments sake 21,000 tons were taken, why was it confiscated. For the reasons on and for no other that there was stone in the box with the coal. Now as stone over four inches thick in the coal is paid for, so much per inch, by the operators, on the understanding that the stone is to be kept out of the coal, much of the docking must have been for stone paid for. And then the docking could not have been done, unfairly as the men had a check-weigher, whose duty it was to see that no advantage was taken of the men. And that should not be forgotten that the docking in many instances was not done by an official of the company, a fellow workman was directly responsible, the dockman acting merely in the capacity of a recorder. When a box of coal was dumped in the screen, which the screenmen thought too dirty to let go unchallenged, a gong or bell was sounded, or some, unchecked, to attract the attention of the dockman who, having made inspection, let the box pass or who docked it, probably generally the latter. The check weigher was there to see that the dockman did not do other than his duty. Docking, like punishment, is an evil, but how to get clear of it is the puzzle.

RECIPROCITY IN COAL.

An article in the Morning Chronicle of recent date bears out the contention of the RECORD that among the changed conditions to be met with in any attempt to send Nova Scotia coal into the New England States is the competition of Western Virginia, which until recently was not a competitor in that market. The point sought to be made was this: If Western Virginia is now capturing an increasing share of the New England market, day by day, from powerful interests in Ohio, Maryland and Pa., it is not likely that she will quietly look on if Nova Scotia seriously attempts to secure share of the much sought after market. Says the Chronicle:

"So far as Nova Scotia is concerned the burden of the opposition to a measure of reciprocal trade with the United States has come from the coal operators, who strongly protested against lowering the Canadian tariff on the ground that it would imperil their hold on the St. Lawrence market without gaining for them any compensating advantage in American territory. On that part they are very firm. Curiously enough the opposition to reciprocity in coal is not confined to this side of the line. Some, at least, of the American operators appear to be no less hostile to the proposal than those of Nova Scotia. In this connection Mr. Sereno E. Payne, one of the highest tariff authorities in the United States, has made an interesting statement to the staff correspondent of the Toronto Star. Mr. Payne is chairman of the Ways and Means Committee of the House of Representatives and was the joint author of the Payne-Aldrich Tariff measure which was passed in 1909. Mr. Payne is a protectionist, but he belongs to the moderate rather than the Dingleyite school, and he is, for instance, favorable to a measure of reciprocal free trade in agricultural implements.

Speaking of the possibility of reciprocity in coal, Mr. Payne stated that when the Tariff Bill of 1909 was under discussion before the Ways and Means Committee, it was proposed to put coal on the same footing as agricultural implements; that is to say, to offer free importation to any country which would give the same terms to United States coal. Some of the members of the committee, though at first agreeable to this idea, afterwards changed their minds, and the present tariff was adapted, that is, 45 cents per long ton on bituminous and 15 cents per ton on slack.

It was suggested to Mr. Payne by the correspondent that original proposal with regard to coal might be revived, and his reply was:

"I think it altogether unlikely? It is a curious fact that the two sources of the greatest objection to the reciprocal coal idea, Nova Scotia and West Virginia, are the two districts which compete for the same market, that is to say, New England. Conditions for marketing are about equalized as well. The coal from West Virginia is worth about 90 cents a ton more for steam purposes, but the N. S. shippers have an advantage over ours, as they can practically load their vessels from the mine."

Nor do we admit the superiority of West Virginia coal over our own, but Mr. Payne's statement is of special interest because it discloses the fact that the proposal to offer free coal for free coal at the time of the framing of the Payne Tariff Bill was rejected because of the opposition of the American coal operators who feared Nova Scotia competition. If, however, the West Virginia operators had had the opportunity of reading the case presented by the operators in Nova Scotia

against reciprocity, the former will see how groundless were their fears. If, on the other hand, they persist in the opinion that Nova Scotia would be a dangerous competitor in the New England market, they doubtless will be influential enough to prevent any reciprocal offer being made to Canada, and the coal operators of Nova Scotia who are afflicted with similar fears may breathe easily. They will have strong support from their prospective competitors across the line."

With regard to the quality of Pocohontas (W. Va.) coal as compared with Nova Scotian, any admission or refusal to admit, of our esteemed contemporary does not alter the fact. The RECORD has time and again declared that Nova Scotia coal is as good as the general run of American coal, and we have stated, based on observation, that Nova Scotia coal looks as good as Pocohontas, but we have not been quite rash enough to declare that Nova Scotia coal for steam purposes is the equal of West Virginia coal. We could not do that in face of the fact that some of the great steamship lines prefer Pocohontas to all others, and besides being a good steamer it is a coal that Pocohontas coal is good for gas or is in favor for domestic use. Our coal is perhaps better as a them carried by rail and marketed in good condition, are perhaps more in favor where appearance counts. It is but natural that Virginia, bent on securing a share of the New England market, should object to Nova Scotia entering the lists as a competitor. Western Virginia may not know what Nova Scotia might do, though we ourselves have a fair idea that we could not do much against so youthful, vigorous, and growing a giant.

IRON ORE.

The RECORD has refrained for a long time from asking iron ore enthusiasts for proof that there is more iron ore in Nova Scotia than there is coal to smelt it, and therefore we have not had the exchange of pleasantness which enlivened things a bit in the past days. Simple as the question appears, innocent looking as it is, it had somehow the necessary ingredients to make certain owners of areas fly off at a tangent. In his New Year commentary Mr. Plummer stated that the iron ores of Nova Scotia, could not be taken advantage of at the present time, and I think he gave the reason, viz that the iron ore proprietors, did not take him to task. Perhaps he was too big a man for the little dogs to bark at his heels. In the 'Geology of the Economic Minerals of Canada, lately published, there is a short chapter devoted to the iron ores of Nova Scotia. The RECORD was content to ask, where, outside of Nictaux there was abundance of iron ore of economic or commercial value. This was not a captious question, though captious critics fell foul of it. The RECORD got no satisfactory answer from those who became angry at the question. It was left to the Geological Department to do so. The implied opinion of the RECORD is endorsed, and we may say we could have wished it had been otherwise for we are really desirous to see ore development in Nova Scotia. We give below the whole of the chapter in so far as it applies to Nova Scotia:

"Nova Scotia, though the seat of large iron and steel industries, at Sydney, New Glasgow, Londonderry, and elsewhere, does not produce much iron ore, the

amount in 1907 falling slightly under 90,000 tons. Deposits of iron ore of various kinds are widely distributed through the province, but though numerous are often small, and under present conditions, not of direct economic importance. Larger ore bodies occur near the Nictaux river in South Western Nova Scotia, and near Londonderry on the south slope of the Cobecquid hills.

In the Nictaux-Torbrook district the ores are largely hematite occurring in fossil bearing beds sometimes five or ten feet wide and lying conformably within strata of upper Silurian and lower Devonian age. The ores were probably derived from the weathering of old land areas, by which iron from rocks passed into solution and was deposited as limonite, and afterwards changed to hematite and magnetite.

The iron ores in the neighborhood of Londonderry lie in Devonian slates and quartzites, near the contact with the various acid intrusives, granites, granite, porphyries etc., forming the central portion of the Cobecquid hills. The ores occur within a zone of fissuring, sometimes a hundred feet or more wide, that dips steeply and has been traced on the surface for a number of miles. The fissured zone is occupied by a complicated system of veins of ankerite, siderite etc., after enclosing and surrounding large and small bodies of the country rock, magnetite hematite and limonite are often very abundant, the relative amount of the iron bearing minerals varying widely from spot to spot.

And that is all, we suppose the best, the Geological department could say of Nova Scotia's iron ores. There is the consolation left that geologists do not know everything and cannot any more than an ordinary man see into the deep recesses of the earth. Our hope is that exploratory work seriously and scientifically carried on will justify the claim long since put forward that Nova Scotia abounded with iron in even greater measure than coal.

WHAT OF SPRINGHILL.

The Amherst News, on what it terms more than good authority confirms a statement made in the New Year's Herald to the effect that it now lay with the men whether Springhill would soon again be a prosperous town, or for an unknown period a deserted village, and another in the New Year's Chronicle which said that if the men did not soon return to work, like a thunder-clap might come the order to close down the mine. Here is what the News says, in part.

"The News has it on more than good authority that the present directors of the Cumberland Coal & Railway Company are seriously considering the closing of the mines in that town.

The News has never been addicted to yellow journalism and it is not the custom of this paper to publish sensational news items but the source from which we have received this information comes so close from headquarters that we deem it our duty to make it known to the citizens of Springhill. As is well known the Dominion Coal Company has now a controlling interest in the Springhill mines. The prolonged strike has resulted in the Cumberland Coal and Railway Company losing all or nearly all their output that it is felt that all the coal necessary can be produced from the mines operating at or near Glace Bay. A number of the directors are strongly in favor of shutting down the mines at once, taking the view that there is no market for the coal but

what can be supplied from the Cape Breton collieries. Sufficient men would be kept at work in Springhill to keep the property in fairly good working shape.

The U. M. W. succeeded in driving Mr. Cowans from Springhill and forced the Company to give a controlling interest to the Dominion Coal and Steel Company, but from present appearance the strikers only escaped from the trying pan to land in the fire.

Our views on the situation are well known. We have always felt that many of the men had just grievances, we looked upon the docking system as both unfair and iniquitous, but we doubted the wisdom of the strike at the time it was called.

It looks to us now as if the property holders of that town should use their influence to put an end to the labor war that has been eating at the vitals of Springhill for the past eighteen months.

This article is not inspired by any officer of the Company. We are not under any obligation to the big corporation in any way. The statement that the closing under consideration is not a sensational yarn, but is made on the full responsibility of this paper. No change of policy is going to be offered. What to do is beyond our ken, but it is time for some one to do some tall thinking and some quick acting."

The News gives the U. M. W. far too much credit in assuming that they were the cause or means of driving Mr. Cowans from Springhill. Mr. Cowans had in contemplation removal to Montreal a year and more before the the U. M. W.'s came to Nova Scotia. He would have liked to have stopped till the trouble was over but Sir George Drummond's death made his departure before that time necessary. Again whether many of the men had just grievances or not is barred out as the U. M. W. ultimatum contains no reference to such. Their demands were specific and this was not included. As to what should be done the way is clear and simple. Let the men either return to work or let the law be enforced so that other men willing to go to work shall not be restrained in any way by the strikers.

MURDER WILL OUT.

King David tells us that when he was in a hurry one day he said all men were liars. Just what he would have said of two board members of the U. M. W. after reading their remarks before the U. M. W. is a matter of conjecture. Failing words of sufficient fervor in a Hebrew dictionary he might have had recourse to strong Saxon. According to James the brethren across the solely to lighten the burdens of the brethren across the line, while E. S. says they went to work (in C. B.) because there was a settlement.

James has the floor—Pages 172 and 173 of U. M. W. report.

"When the situation came to a crisis we had a proposition standing from the operators in Nova Scotia to accept and go back to work. After putting up the fight we had put up we did not feel it was time to accept that proposition. The proposition was that that they would give us our places as United Mine Workers, that they would meet the committees and do business, but they would not grant the check-off, but would make the minimum rate of wages \$1.52.

People say there has not been very much accomplishment in Nova Scotia. I want you to go before these men and see them smile, where mention is made of the organization they fought so loyally for, they know once

it is firmly established, there, they can attend to the rest of it. After fighting the length of time they did, and seeing that the entire organization is going to be involved, we did not go to them and say: "We want you to vote on the proposition and see if you will accept it." No, hundreds of them were willing to continue the fight when the money from the International would be cut off, if they could get a bite to eat any other way. We went to them and told them we could not justly expect this organization to carry on our fight another six months or a year, when the men over here would be fighting for their rights. They accepted the proposition and went back to work, knowing it was the best policy to pursue."

Now comes E. S.'s turn. It will be noticed that he still maintains there was a settlement, in fact a contract. Some have with tears been seeking for a sight of that contract, and they are still seeking though alas now with tearless eyes.

E. S. McCullough (page 517.) "After that settlement was made a condition arose in Nova Scotia again when the companies were failing to comply with the terms of the contract. It was said E. S. McCullough made a bad settlement and got out of there. Well, I went back, and the coal companies were told if they did not comply with the terms of the contract the men would be ordered out. The terms of the contract were complied with."

A FULL PROGRAMME.

The General Assembly of the U. S. Presbyterian Church has given a statement of belief which is as comprehensive as any radical could desire. Witness:—1.—We declare for the acknowledgement of the obligations of wealth.

That the getting of wealth must be in obedience of Christian ideals, and that all wealth must be held or administered as a trust from God for the good of fellow-men, from whatever source acquired. We emphasize the danger, ever imminent to the individual and to society as well, of putting material welfare above righteous life. The untimely church protests against undue desire for wealth, untempered pursuit of gain, and the immoderate exaltation of riches.

2.—For the application of Christian principles, to the conduct of industrial organizations, whether of Capital or Labor.

3.—For the more equitable distribution of the wealth.

We hold that the distribution of the products of industry ought to be made such that it can be approved by the Christian conscience.

4.—For the abatement of poverty.

We realize that much poverty is due to vice, idleness or imprudence; but on the other hand, we hold that much is due to preventable disease, uncompensated accidents, lack of proper education, and other conditions for which society is responsible, and which society ought to seek to remove. We believe that Christianity requires that adequate provision be made to relieve from want those who, by reason of old age or incapacity, now suffer the burden of losses incurred in the service of society as a whole.

5.—For the abolition of child-labor—that is, the protection of children from exploitation in industry and trade, and from work that is dwarf-

ing, degrading or morally unwholesome.

6.—For such regulation of the conditions of the industrial occupation of women as shall safeguard the physical and moral health of themselves, the community, and future generations.

7.—For adequate protection of working people from dangerous machinery, and objectionable conditions of labor, and from occupational disease.

8.—For some provision by which the burden imposed by injuries and deaths, from industrial accidents, shall not be permitted to rest upon the injured person or his family.

9.—For the release of every worker from work one day in seven.

The Church holds that in a Christian society these things should prevail:

(a) One day of rest for every six days of work secured to every worker;

(b) This one day of rest made to be, whenever possible, the Lord's Day;

(c) The pay of every worker for six days work made sufficient for the needs of seven days of living.

10.—For such ordering of the hours and requirements of labor as to make them compatible with healthy physical, mental and moral life.

11.—For the employment of the methods of conciliation and arbitration in industrial disputes.

12.—For the removal of insanitary dwellings and the relief or prevention of congestion of population, so that there may be the proper basis for Christian family life.

13.—For the application of Christian methods in the care of dependent and incapable persons, by the adequate equipment and humane and scientific administration of public institutions concerned therewith.

14.—For the development of a Christian spirit in the attitude of society toward offenders against the law.

We hold that a Christian society must seek the reformation of offenders, and that it must endeavor to prevent the commission of crimes by furnishing a wholesome environment, and by such education as will develop moral sense and industrial efficiency in the young."

HEROES OF THE MINE.

On account of the awful mining disaster at the Hulton Pits, near Bolton which appeals to the pity of every Englishman, once more the admiration of the world has been excited by the heroism of the miner. If anything were necessary to refute the taunt that the old spirit of devotion and sacrifice is dead, and that men are no longer capable of great enthusiasms, a brief narration of the high endeavour and heroic enterprise exhibited after the catastrophe will show the fallacy of such an accusation. From the hour of the explosion large bodies of colliers stood near the nit waiting, at their own charges, to face the peril underground in search of possible survivors, or to aid the work of exploration.

Stories of mingled pathos and bravery might be put on record. William Turton, who joined the first rescue brigade in the hope of saving his helpless fellowmen entombed in the pit of death,

rushed ahead of the party, anticipating reaching his son's working place, and was himself overcome by the fatal fumes. A similar death befell Richard Clayton, the head fireman, a genuine hero. Knowing the workings of the mine, he advised his twelve companions to stay where they were while he investigated the state of the upper seam, where there might be men who needed help. He disappeared, and was not seen again alive. His body was found later in the day. He was a man in the prime of life, and leaves a widow and a child. The intrepidity of Mr. A. J. Tonge, the manager, ranks not less than any Victoria Cross hero. Scarcely had the echo of the explosion died away and a volume of flame leapt from the shaft, than Tonge, without the safeguard of breathing apparatus, led a number of colliers and made advances into the most hazardous parts of the mine, overpowering fumes again and again compelling retreat. Some fourteen hours this brave leader remained below, his features being scarcely recognisable on his reappearance above ground. Hardly less praise worthy was the gallantry and endurance of Mr. J. Gerrard, the Lanca-shire Inspector of Mines. Throughout two days and a night this heroic pair stood by the pit, and only then could they be persuaded to take a few hours' rest. After an absence of six hours they returned to the scene of operations.

The exertions of the rescue parties, including men wearing the flues breathing apparatus, were equally arduous and well-nigh sublime. No sooner had one company reached the bank than another relay of pitmen were ready to take their place. Even when the despairing message went around that all hope of rescuing alive the 333 miners in the pit was gone, those heroes who had risked their lives gladly in anticipation that some, at any rate, might be saved, enrolled themselves as volunteers to bring out the dead. Notwithstanding the risk of gas by which they were frequently overtaken, necessitating several of the rescuers being brought to the surface, they bravely descended again in a little while. The fortitude of these mining heroes can never be forgotten by those on the spot.

UPHOLDS RIGHT TO STRIKE—BUT—

In continuing a temporary injunction today Justice Blackburn of the State Supreme Court praised labor unions, upheld their right to strike, but denounced any effort on their part to injure or interrupt good will, trade or business. The injunction restrains the Brotherhood of Carpenters and Joiners and the Amalgamated Society of Carpenters and Joiners from interfering with the Albro J. Newton company of Brooklyn, makers of doors and sashes, in their policy of maintaining an open shop.

The decision says: "A strike is a combination to quit work, and a strike can never, of itself, be illegal. One cardinal principle must be borne in mind—that any element of illegality essential to a combination makes the whole illegal. The defendants have found a lawful means, namely, strikes, and an ultimate lawful end, namely the improvement of labor; but they have forgotten that the very turning point in their scheme and which makes it effective is the coercion of the plaintiff by closing poverty rights. This is exactly what the defendants intended, is what they done, and it is illegal."

If the conditions surrounding the employment of boys in and around the coal mines of the coal producing countries has greatly improved during the last twelve years, the betterment is due more to an enlightened public opinion than to any action taken by the parents or relatives of the lads. Every increase in the age limit has met with the opposition of many parents, who desired that the boys should go to work, as early as they were permitted in order to assist in supporting the family. Many years ago an amendment was made to the Nova Scotia mines Regulation act prohibiting the employment of boys under twelve and that limit has not been interfered with. The United States has forged ahead of us in respect to the age at which boys can go to work. This applies not to the bituminous but to the hard coal mines. In the anthracite mines, no boys under fourteen can now be employed. This law is responsible for much of the improvement in boy labor. In N. S. very few boys under fourteen are employed. If we have not extended the age limit directly it has been done indirectly. The educational test which will not permit a boy to go to work in a mine who has not gone through the prescribed course of study up to the end of the seventh grade, debars, as a general rule, all boys under fourteen. There has been no agitation in Nova Scotia looking to a further extension of the limit from which it may be taken that conditions in Nova Scotia so far as the boy is concerned 'are not too bad'. A curious feature in the Nova Scotia law is that the educational test does not apply, seemingly, to a boy who is sixteen or over. This is taking a good deal for granted; some boys at sixteen may never have sat on a seventh grade form. It might not be a bad thing to pass an amendment to the act to the effect that no one not previously employed in a mine shall be permitted to go to work in any mine, to which the act applies, after a stated date, unless he is fairly familiar with the three R. s.

THE 1911 R. C. CALENDAR.

The 1911 calendars of the Intercolonial have more of real artistic merits than for several years past, being a new departure in design and coloring. The center of the calendar is taken up with a richly colored sketch of the "Ocean Limited Express" skirting the shores of Bedford Basin, on the way out of Halifax. The scene is well chosen, the cloud tints and the coloring of the far blue hills flanking the greenish blue expanse of water having a most natural effect, especially to those familiar with the scene and its surroundings. The calendar tub is of sage green, with lettering and figuring of white.

The Toronto Globe of Jan. 6, 1911 has the following:—
Among the thousands of calendars annually turned out and distributed to the public, there is ample evidence of artistic selection, and it seems that there are yet no signs that appropriate and new designs are wearing out. All that have come to the Globe this year are attractive, but the production of the calendar of the Intercolonial Railway marks a new beginning. Some beautiful scenery, as well as one of the Canadian Government railways fine trains are shown in a dark background, making the calendar one worthy of a prominent place in the office or the home.

AROUND THE COLLIERIES.

The shipments of Nova Scotia slack to the U. S. in 1910 reached close on 300,000 tons an increase of about 70,000 tons over 1909. A little coal found its way into Maine ports via the Bay of Fundy.

Some coal is being shipped at Louisburg for Portland by the Dominion Coal Co. The coal is likely for the Grand Trunk and is for part of that company's system between Portland and Montreal.

Jas. D. McLennan, pages 172 and 173 of U. M. W. report says: "The wages in Nova Scotia are as low as arc paid in any part of the North American Continent." That's the way Jimmie runs down his country before Yankees.

In the matter of deep shafts Nova Scotia can beat Pa., two to one.

The Coal Trade Journal says: The deepest shaft in the bituminous field of Pennsylvania is the Coleman shaft, operated by the Maryland Coal Co. of Pennsylvania at St. Michael, Cambria County, about two and one-half miles south of South Fork on the Durlo branch of the Pennsylvania RR. There the hoist shaft is 697 feet deep and the air shaft 671.

Hungry and thirsty, but otherwise unharmed, nine miners, entombed for twenty hours two miles below the surface in the Morning mine near Milan, Idaho, were released, shortly after 9 o'clock, by rescuers, who cleared away 100 tons of rock to make a passage through the tunnel. The men were working the night shift when old ground above caved in and filled the tunnel for a distance of thirty feet. The men were 200 feet from the scene of the cave in.

On page 169 of the U. M. W.'s report one reads: Willie Watkins—"In 1908 under the plan there (i. e. Springhill) they appropriated over 20,000 tons of coal from 500 miners". On the succeeding page Seaman Terris says: "Think of a docking system that takes from 800 coal diggers 21,000 tons of coal and never pays one red cent for it." Willie's swaggering was too much for even Seaman. Willie says the company stole forty tons per man while Seaman puts it at less than twenty-seven tons. Quite a difference.

Reports from Halifax, N. S., indicate that the coming annual statement of the Nova Scotia Steel and Coal Co., will be of a satisfactory character, more especially from a point of view of increase in production. In circles usually close to the Scotia interests, it is felt that the improved position in which the company now finds itself will almost certainly result in the directors deciding on an increase of dividend at the time of the company's meeting in March. In the East it is felt that the Scotia directors desire to await the full results of the fiscal year in order to make certain that if the dividend were increased, a higher rate could easily be maintained. The strength of Scotia on the stock exchanges would seem to indicate that insiders are confident that the dividend will be placed on a 6 per cent basis, just as soon as the report for the year is out.—Witness.

The following may interest South C. B. readers:— "Austin King, for several years chief of the mine inspectors employed by the H. C. Frick Coke Co., is said to be listed for appointment as Chief of the Department of Mines. It has been commonly understood for several months that Chief Roderick would not be a candidate for reappointment, but it seems that at the last moment he asked a committee of the district inspectors to urge his appointment on the Governor-elect, John K. Tener. However, the best advices are that King will be the man."

A reliable Cumberland County correspondent who knows Mr. J. T. Smith, who got into a passion over an innocent reference to Maccan, and has knowledge of his areas, writes, offering to give us lots of information. Is it worth while? It is hinted that Mr. Smith's information as to what would have been found had the Eastern Coal Co. continued boring a fortnight longer, came from two individuals who go prospecting at times, one a Springhill tinsmith, and the other a Joggins carpenter. Put the three in a bunch and their best friends would not claim they were mining experts.

There are rumors of a merger in Cumberland County. There are those who feel confident that English With Strathcona would be merged what is left of the Boston area, and there is also the possibility that the 'Jubilee' might also go in. There was an English expert in Cumberland looking over the properties. The impression he left was that we in Nova Scotia were lacking in a full knowledge of how rightly to work small seams. He expressed the opinion that there is big money in the thirty inch seams in Cumberland County if they were properly and scientifically worked. He may be right. Undoubtedly we have a lot yet to learn in Nova Scotia, and if he can show us a better way, we are not too proud to learn.

Before the inquest on the bodies of the men killed in the Sydney accident was more than half through, a couple of Cape Breton papers were emphatic in the assertion that the accident would not have occurred had Ferguson been accompanied in his rounds by an assistant. This opinion may be sound, or unsound, but in either case it certainly was a statement which might influence the jury. Comments on cases sub judice in the law courts are punishable for contempt. The reason is that comments on the evidence before a verdict had been given might influence the jurors. The verdict of a coroner's jury is at times of far more importance than that in a civil suit and if it is wrong in the one instance it must also be wrong in the other. We scarcely think that in this instance it is susceptible of proof that had Ferguson not been alone no accident would have occurred. Witnesses gave it as an opinion that the accident might not have occurred under other circumstances, but opinions are not proof though on them be based assumptions. After the evidence has been all heard and the verdict given we may have something to say.

- Rubs by Rambler.

Isn't it true that it all depends upon the point of view. For instance there's my neighbor of the Chronicle who saw at a glance the iniquity of the coal barons in charging a higher price for their coals than they did ten years ago, and who suggested, though not in a malicious way, that their conduct should be inquired into. For months I have patiently been waiting to see a denunciation of the farmers raising the price of eggs three times what it was some years ago, but twice as much and other farm products also, but my patience has not been rewarded so I am asking him now, not petulently, but humbly: "Why don't you do it." The coal barons are charging, let it be said, a high price for coal, but they cannot well help themselves. This can be said in their favor that they give as good coal at the higher price as they did at the lower. Not so with the farmers and their confederates, the dealers. At thirty-five cents a dozen one could imagine he should get pretty fresh eggs. But no. These eggs though they came direct from the farmer did not by any means come direct from the hen, for about one in three were of the kind used at unruly students' meetings. The hen laid them after the ordinary formula and with the usual cackling, and the scoundrel of a farmer cackled as he laid them—away for a higher price. Those who think farmers are guileless have a lot to learn. So flagrant has their and dealers' conduct become in the hoarding up of eggs for higher price that Boards of Trade have been forced to approach the government asking for legislation to forbid the sale of decomposed and decomposing eggs.

The Coroners Jury which inquired into the cause of the explosion in the Sydney No. 3 mine found that the eight men killed came to their death from an explosion of gas, caused by Deputy A. Fernuson, opening his lamp. They recommend that the Mines Regulation Act and Special Rules be strictly adhered to by the company. They also recommend that the Mining Laws be amended so that "no deputy be allowed to make an examination of mine or any part of it without being accompanied by a man not less than eighteen years of age, who shall also carry a locked safety lamp." That is bringing the section of the act back to the original draught. As some of those who gave evidence never seemed to have noticed Section 7a of General Rules, we produce it here: "7a. Every Mine Examiner shall, at all times while in the discharge of his duties as Mine Examiner, use a locked safety lamp, and shall, unless the Deputy Inspector permits otherwise, be accompanied by an employee of the owner not less than eighteen years of age, who shall also use a locked safety lamp."

The views of the jury will be met by the deletion of the words "unless the deputy inspector permits otherwise." A witness giving evidence made a remark to the effect that every explosion should point out the evils or omissions that ought to be remedied. This is true. And after every previous explosion in Nova Scotia there have been drastic amendments to the law. Some of us who had more or less experience with the Drummond, Foord pit and Springhill explosions are of opinion that too much caution cannot be exercised. There may be others still willing to take risks. The RECORD at times wishes that a syndicate, something

like the German Coal Syndicate, controlled the whole of the output of the mines, and divided the profits. If that were the case then those in charge of dangerous mines would not be afraid of expenditures in securing safety. To make some mines as safe as they should, perhaps, be, calls for an expenditure that almost makes them surrender to their competitors, more favorably situated. If "safety first" is really to be given first place, then some means should be looked for whereby the burden of expense in securing it should not bear with undue severity on some operators while others go almost scot free. The RECORD thinks that a selling syndicate would be a good idea for the coal men to take up. It would remove some known evils and give the trade of Nova Scotia an impetus and put it on a sound footing just as the Westphalian syndicate has done for the German coal trade.

The city of Vancouver, by a vote, has agreed to tax churches. The Sydney Record thinks this is wrong. Well, many will think it right and proper. It would be a good thing for Halifax, for Montreal and other big cities if the people had as strong spines as those of Vancouver. The RECORD says that one harmful effect this taxing will have in a growing city like Vancouver will be to restrict the size and beauty of the churches. The argument, as applied to Vancouver, fails, for if we are not mistaken, that city is wise enough not to tax improvements. Tax on property does not restrain private individuals building palatial residences. No more should it restrain a collection or congregation of people building churches grand as cathedrals.

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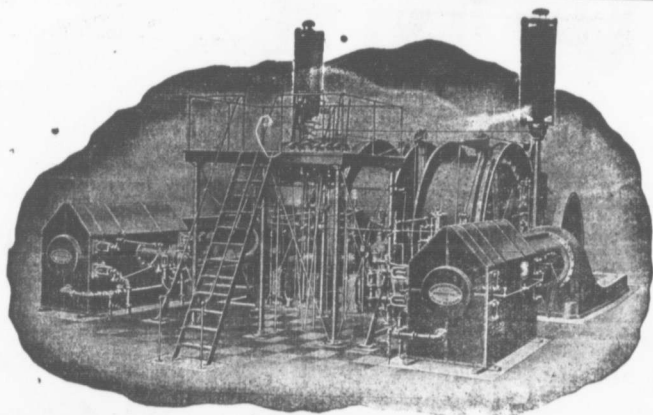
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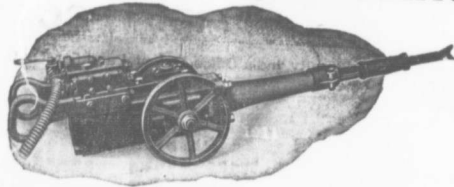
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WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
SS	SI		SI	SS
P. M.	A. M.	P. TUPPER JUNCTION	P. M.	A. M.
3.30	10.40	INVERNESS JCT.	9.45	11.00
8.17	10.29	PORT HAWKESBURY	3.57	11.04
2.09	10.12		3.55	11.11
P. M.	10.07	PORT HASTINGS	4.08	11.20
	9.57		4.13	A. M.
	9.47	TROY	4.25	
	9.44	CRENSHAW	4.38	
	9.37	CRAIGMORE	4.50	
	9.06	JUDIQUE	5.05	
	8.53	CATHERINES POND	5.18	
	8.41	PORT HOOD	5.33	
	8.35	GLENCOE	5.53	
	8.29	MAROU	6.12	
	7.50	GLENSIDE	6.28	
	7.40	BLACK RIVER	6.48	
	7.12	STRATHLOISE	7.00	
	6.35	INVERNESS	7.10	
A. M.			P. M.	

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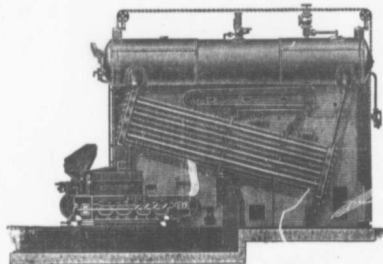
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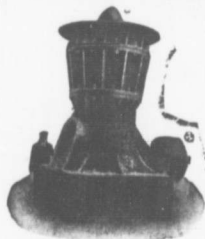
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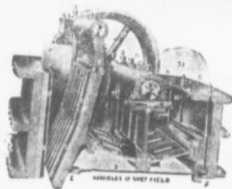
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Volatile combustible matter	18.94%	27.93%	28.41%
Fixed Carbon.....	75.29%	67.47%	64.69%
Ash.....	3.75%	3.19%	4.19%
	100.00	100.00	100.00
Sulphur.....	1.15%	58%	.79%

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