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Maritime Mining Record

Oct. 11 1911

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—AT—

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



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

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

FOR TERMS, PRICES, ETC., APPLY TO

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Telegraphic Address, Latch, Haymills

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Wire Drawers, Manufacturers of all classes of Wire Ropes,

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Locked Coil and Flattened Strand Wire Ropes,
HAY MILLS, near BIRMINGHAM.

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

Fig 2. HAULING



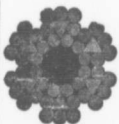
Lang's Lay Ropes.



Fig 26 V WINDING



Fig 1. HAULING



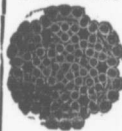
Patent Flattened Strand Ropes.



Fig 4. WINDING



Fig 13. SINKING



Advantages of Patent Flattened Strand Ropes.

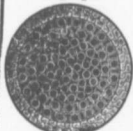
- 1 Greater wearing surface, therefore longer life of rope and less wear upon pulleys.
- 2 Greater strength, thereby admitting of smaller ropes being used for existing loads, or of increased loads without increase in size of rope
- 3 Spliced easily and more effectively.
- 4 Less tendency to twist and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

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Entirely free from twist.

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Fig 20



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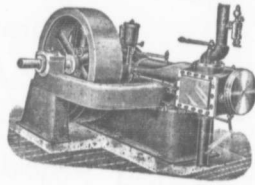
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FAIRBANKS-MORSE GAS ENGINES.
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Bearings in Line.

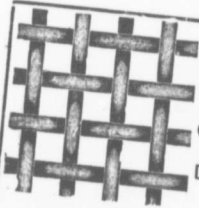


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All Canadian Route.**

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

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Licenses are issued for prospecting for gold and silver for a term of twelve months.

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Leases can be secured for two dollars an area, for a term of forty years; subject to an annual rental of 50 cents an area.

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Royalties are as follows:—

Gold, two per cent. on the gross value thereof; Copper, four cents a unit; Lead, two cents a unit; Iron, five cents a ton; Tin and Precious Stones, five per cent.; Coal, ten cents on every long ton sold or removed from the mine.

Copies of the Mining Law and other information about mining in the Province, can be had gratis, by applying to the Department of Public Works and Mines, Halifax, Nova Scotia, or to Mr. John Howard, Agent General for Nova Scotia,

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MARITIME MINING RECORD

Vol. 14, No. 7.

Stellarton, N. S., Oct. 11th. 1911.

New Series

LABOR IN ARMS.

Sir Joseph Compton-Rickett, M. P. in the British Weekly thus refers to the late British strikers:

"Why have not the trades unions of the country been successful in obtaining higher terms for those they represent? The particular trades on strike have been mostly unorganized. Railway servants are only partially represented by trades unions. In other directions, such as coal mining, a reduction in the term of hours has been really an equivalent to improved wages. The conclusion from the present experience is not to discredit trades unions, but to prove the necessity for a tighter hold of trade organisation upon the workers. Unions which are comparatively weak or loosely formed have repudiated their leaders, or endeavoured to supplement official settlements by 'one better.' A well organised union, with responsible men at the head, rules which compel negotiation, and a ballot before the declaration of a strike, is more likely to maintain permanently improved conditions for labor and to deal fairly with the employers and the public than is an ill-disciplined mob, which shouts down its leaders and looks upon a union as a mere temporary expedient for obtaining a rise in wages, and to be subsequently discarded. Organised labor has not forfeited its claim to the confidence

of the country; for even behind the disorderly proceedings of the past fortnight there are real grievances, which must be considered and relieved. Yet the right of the men to strike or the employers to lock out must be limited in future considerations which affect the very life and well-being of the whole community. This strike has just stopped short of forcing the nation to close grips with starvation and misery, a condition of things so bad that nothing but an occupation of English soil by a foreign force would have been comparable with it. London was within a week of the exhaustion of its flour supplies, and the massacre of innocents throughout the country would have far exceeded the red dreams of the most sanguinary Harold. The nation is willing to keep a fair ring for a fair fight, and to impose the rules of the ring upon both combatants, but if the pagilists upon carrying on their battles from street to street, and labouring peaceable citizens more than they do one another, the time for intervention has arrived.

The railways are authorized by Acts of Parliament, under contract conditions. Railway companies are only private enterprises to a limited extent; they are conceded a certain monopoly of trade under conditions of rates and charges as definite as the market values of the middle ages.

fixed by the Governments of those days. The companies are not therefore at liberty to imperil public interests by unreasonable treatment or extortionate demands. On the other hand, the men employed by them are not far removed from the public service, but hitherto they have not enjoyed the protection of the law in the fixture of a minimum wage as the public are protected by a legal range of rates. It may be that the solution of these troubles will lie in the direction of the nationalisation of railways, or of closer regulation of their powers and of the conditions under which labour shall be employed. In whichever way the result is obtained the State is bound to protect itself against a repetition of the scenes which we have witnessed, and to safeguard the necessities of life, as much in the interests of the strikers themselves as of any other part of the community. In addition to the suffering entailed, the disorder which would follow a suspension of supplies would reduce civil life to a welter of anarchy. No political system could afford to allow a struggle which involved national stoppages of supplies to work out its ultimate conclusion. A Socialist administration, if such ever came into being, would be as much driven to maintain life and order by official interference as any other government. It would be just as liable—perhaps more so—to the insurgeny of its workers as any government of a different type. Failing protection, the community would begin to arm itself, and we should drift back into a state of private war. Moreover, if such a national paralysis were to prove successful, it would extend to every department of labour, making labour a master instead of a partner in the social system system, and transferring to it all political power.

The necessity has arisen for a revision of the law respecting picketing, perhaps in the direction of licensing pickets, and making illegal all other assemblies in the neighbourhood of picketed works. Probably, restrictions will be placed by legislation upon an interruption of the transport service of the country before an attempt has been made to secure a settlement of the dispute by official mediation. Either there must be a limitation in the extent of the strike or compulsory arbitration. Of course, the same must apply to the employers who claim the right to lock out or to refuse to submit their case to the same tribunal. If the system proves successful in the case of the transport service, it may be profitably extended to the larger trades, and render widespread strikes impossible. The lesson has been learnt, and will go home. Whilst a steady improvement in the conditions of labour and in its due share of the profits of work is the wish of every right-minded citizen, it may be confidently affirmed that the nation has not rejected the dominance of the House of Lords to submit to the dictates of any other overmastering combination, which, in fighting its own battle, may incidentally prejudice the rights of the community to live and to let live.

THE SPRINGHILL INJUNCTION CASE.

An appeal to the Supreme Court of the Province

from the judgment of Judge Drysdale continuing an injunction against the defendants for alleged acts of intimidation.

Judge Drysdale in his judgment said:—

‘I have examined with care the affidavits produced by defendants’ counsel in answer to the case made for the injunction, and I am of opinion the case has not been met. I am satisfied that, since the strike now existing, and since the plaintiff company have been endeavouring to carry on their works by the hiring and introduction of men for that purpose, the defendants have been an active party to an organized system of intimidation and coercion, intended and having for its object the prevention of employment by the company of men, and the prevention of work by men engaged for work in and about the Company’s property upon terms mutually agreed upon by the company and such men. This is clearly against the settled jurisprudence of the country and should be restrained. The cases are numerous on the subject, and have recently been cited by Mr. Justice Lawrence, in another case, and I deem it unnecessary to expound them here. In my opinion a case has been made for a continuance of the injunction until the trial.’

A restraining order was granted by the judge based upon alleged violations of the Criminal Code, section 51, restraining defendants, pending the trial of the action, from the commission of certain acts of intimidation alleged to have been committed by them for the purpose of preventing the company from carrying on operations in connection with its coal by hiring other men to take the places of those of its employees who had gone out on strike. The evidence showed concerted action on the part of the strikers with a view to preventing the company from working its mines until the demands of the strikers were complied with.

The Supreme Court held, (1) that where the judge, in the exercise of his discretion, after considering the affidavits before him, thought the case a proper one for a restraining order, a strong case must be made out to induce the Court to interfere; (2) that, in such a case, the balance of convenience must be considered, and in this case was in favor of continuing the restraining order. There is apparently no rule or authority to the effect that as a prerequisite to suing an association or class of individuals in the name of some of them, an order of the Court or a Judge must be obtained authorizing this to be done.

‘The last of the pitwomen’ hes died at Bryn, near Wigan, known as ‘Old Kitty Grayson.’ She was age 92, and when Lord Ashley’s Act prohibiting women and child labour in mines was passed in 1883, she worked as a collier’s drawer or wagoner. She resented the innovation, and, wearing man’s attire, worked for twelve months after the Act became operative, when she was stopped by the Government inspector. She was very proud of having circumvented the authorities for a time. While following her work in the pit she sustained several injuries, including three arm breakages.

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.

11 BELLARTON, N. S.

Oct. 11, 1911

THE HALIFAX HERALD AND

—THE NOVA SCOTIA COAL TRADE.

Just how much or how little the Halifax Herald loves the coal trade is a matter hard to determine. For the past few years, except perhaps at election times, the Herald had much to say about coal combines, coal barons, and coal mine owning capitalists. At times it blew hot on socialistic mine workers leaders, and at other times it blew cold. After John Moffatt of the P. W. A. had told the Herald to go to—elsewhere, it took a 'thocht' and mended for a while, but now the evil spirit has returned and seemingly worse than ever. In its pre election anti reciprocity propaganda it was all for coal, and with innumerable oaths it sought to impress the miners with this change of base. But, then, as some sudden conversions have no staying qualities, neither had this sudden change of heart, of front, of the Herald. From a love for its miner brethren it is now calling down fire from heaven upon them. During the campaign,—which closed on 21st. Sept.—the miners were bricks, and Bob Harris was, a broth of a boy; to-day the miners are as blind as bats, and Harris is non-efficient. Its past election utterances give plain token that the Herald has returned to its wallowing in the coal mire. Referring to the election of liberals in Pictou, Cape Breton and Cumberland, the Herald, of Sept. 27th. asks:

"Does the result really signify that the coal mining interests of Nova Scotia no longer demand tariff protection?"

"Are they now satisfied with the prospect of losing their St. Lawrence markets?"

"The people of Ontario and Quebec were never very decidedly in favor of the coal duties; and they merely accepted these duties as part of a general policy of protection to home industries. But, in view of the decision of the electors of Pictou and Cape Breton, the representatives of the Upper Provinces will undoubtedly contend that the coal duties are no longer required even by the electors whose interests were thought to be served by them!"

The result does not at all signify that the coal mining interests no longer demand protection. It means no more than this, that the people of the counties are partisans, as a general thing, and place party before policy. Of course there should not be bigoted partanship; unfortunately it is rampant. At the same time we believe that had the people of the mining counties believed that the eight cents reduction would have been seriously harmful they

would have broken away from party. The Herald, in its large mindedness, in its vaster vision, should have pity, and not vengeance, for the hundreds in the two parties, who glory in their shame when they declare: "I was born a — am living a — and shall die a —."

There is no use denying, that the Herald's assumption—that upper province members may conclude that as the mining counties voted for the agreement they are indifferent to a reduction (not the abolition of the duty)—is logical, while not by any means patriotic. We concede the point, but it is not the whole case. The people of the mining counties, rightly or wrongly, concluded the coal trade might withstand the reduction of eight cents, which is an entirely different thing from the abolition of the duty. When it comes to a decided reduction of duty sure to be harmful, without a doubt, then the mining counties are certain to demur. The Herald says the people of Ontario and Quebec were never very decidedly in favor of the coal duties, merely accepted them as part of a general policy. This is certainly a peculiar way of reasoning.

Was not the system of protection called the National policy. What sort of National policy would it have been if the interests of one province were to be wholly ignored. As well say of the flour duty or the duty on sugar and woolsens that the people of Nova Scotia were never greatly in favor of them, merely accepted them as part of a general policy. Every protected industry could say a similar thing about every other protected industry. The Herald is mistaken in saying the coal duties were 'merely accepted', tacitly as it were. Instead of such there was the clear, distinct understanding that the duty on coal was the equivalent of the duty on Ontario flour. Quebec never objected to the duty. The coal duties stand or fall with protection, or the N. P., and that regardless of what some of the people in Ontario or some of the counties in Nova Scotia may think. If the representatives at Ontario contend that the coal duties are no longer required it is for the Herald to show them their error. During the election the Herald was loud in declaring that there should be no reduction of the coal duty and in this the Herald was right. Surely it is not going to now stultify itself by acquiescing in any reduction of the coal duty; it surely is not now going to admit that the liberals of Pictou and Cape Breton were right and it wrong in the stand taken on the coal duty. For once, on one important point, the Herald was right. Let it maintain its position in face of any cavillings of its Ontario friends. Let it make friends and converts by championing the cause of the misguided electors in the coal mining counties.

SOME COAL.

A correspondent of the Sydney Post having stated that "The natural facilities of Nova Scotia are abundant and numerous. Here in Cape Breton you have coal that is estimated to last 300 years, taking 2,000,000 tons a year out", the Sydney Record remarks:

"The Post should have been wide-awake enough to have added the information that the present annual coal output of the Cape Breton mines, is close on 5,000,000 tons rather than 2,000,000 as estimated by the quoted statement. It should have further submitted

that mining experts estimate that in Cape Breton county alone there is yet available and receivable some fourteen billions of tons of coal. This means that the Cape Breton coal field will supply over 46,000,000 tons a year for 300 years and not two million a year for that 3 century period."

The Record's experts' estimates of the quantity of coal in Cape Breton alone is about twice the quantity that has been calculated as contained in all the coal mining counties of Nova Scotia. The present Deputy Commissioner of Mines has given it as his opinion that there might be in Nova Scotia 8,000,000,000 million or eight billion tons of coal which is about a billion more tons than given by Mr. Drummond in the mining number of the Chronicle. There is a very big difference between 14,000,000,000 tons for Cape Breton alone, and that of 7,000,000,000 tons for the whole of Nova Scotia. When one surveys the work done in the southern portion of Cape Breton county during the past fifteen years and the immense areas of coal worked out, and the extent of the gobs, or excavations, he is apt not to be optimistic but pessimistic as to the quantity of coal likely to be extracted. When one considers the big hole that a million tons makes underground he hesitates to lay emphasis on the declaration that C. B. county contains the half of fourteen billion tons of coal or anything near the figures. But of course when one is estimating he may as well do it with all his heart and strength and mind. We are free to write in this strain as we hear of no foreign capitalists with designs on all the coal properties in the county, or Island of C. B.

- Rubs by Rambler.

There are not many true sports among the editors of the party press. The grit editors do not take their party's defeat gracefully, nor do the Tories their victory with dignity. The former give the funniest and the saddest excuses for the downfall, while the latter 'rub it in' in an ungracious and unmerciful manner. There are of course exceptions, though few. For instance there is the great old chap and grand old man of the Eastern Chronicle. He takes his medicine like a sport. His great candor atones for any lack of logic. He says he is going to remain pat for ever and for ever. He believes in the principles of the liberal party, and though these principles be propagated by reprobates or any old Harry, being principles he must stick to them as being truths which are as the everlasting hills, imperishable. He asks if there are a few black sheep in the party is that a reason for balking. No more a reason he declares than for a man to become an infidel because there are blackguards in the church. It is possible the genial old fellow misses the point. Suppose there are two flagrant offenders against morality in a session, and the minister and the other members of session refuse to expunge their names, a Christian might be justified in leaving that church and joining even a rival denomination. There are many kinds of politicians and parties, just as there are many Christian denomina-

tions. There are liberal, conservative, socialist, ind. conservative and ind. liberal, for instance. And each of these is striving in the way the members of each think best for the good of the citizens, just as each denomination is seeking in the way it thinks best for the good of souls. However, that by the way. The Montreal Herald fought well for the liberals, yet it is sporty enough to say:

"From the Atlantic to the Pacific the verdict was against reciprocity. The measure of the opposition to the compact varied in the different provinces, but the results, as a whole, can be interpreted only in the one way. The government went to the country on the policy of reciprocity and all other issues sank into insignificance, although, of course, they played their part in producing the catastrophe which has overwhelmed the government."

On the other hand the leading liberal paper in Nova Scotia says the government was not defeated by reciprocity but by a multiplicity of crooked things. It says Canada shamed herself, and certain constituencies disgraced themselves. It has said things in its chagrin that may meet it at unexpected and undesirable times. The Pictou Advocate sets an example that the Chronicle might well follow. The Advocate stands to lose heavily as a result of the elections, yet it is brave enough to acknowledge defeat man fashion and without calling names. The Halifax Herald,—the most erratic and eccentric paper in the province,—as was partly expected, put its foot in it. It forgets what is admitted by other Tory papers, that the Tories did it this time by the grace of independent liberals. The Herald would punish 'delinquent' counties in some way or other, forgetful that in so doing it punishes its own friends.

Of course there is a lot of fun in connection with the election. One of the bitterest partizan papers in the province avows that it can take defeat philosophically, as much so as it did victory since 1896. This is intensely humorous in view of the fact that violent partizanship ever characterized its utterances. It is also funny, very funny, to read in the Halifax and C. B. papers of the wonderful victory in C. B., and the smashing victory in Yarmouth. Out of their own mouths they are condemned. Did not these papers explicitly state, did they not reiterate ad nauseam, that a vote for a candidate opposed to the government, was a vote thrown away. Particularly in C. B. was this doctrine preached. Seeing then that the late opposition now holds the reins, was not every vote cast for Carroll a vote thrown away, and Carroll's triumph a calamity. I do not say it is, but that is what the grit press in C. B. have, to all intents and purposes said. And then it is funny to find how many voted for the government, the day after the election. Fakirs always amuse me. A prominent Westville coat off for Ned man, up till 5 O'clock Thursday afternoon was a whole hearted government man, and yet hollered himself hoarse the night of the conservative procession. And fakirs of the same brand are now abundant. The rank and file of the liberals, those who have no jobs, take the matter much more philosophically than the press. They do not, those I have met since the election, say they are glad the government was defeated, but they frankly declare that they are not sorry reciprocity was defeated. Had it not been a question of parties, I am convinced that reciprocity would have been snowed under in Pictou County.

O! say, who said 'the consumer pays the duty,' What a monstrous fallacy. It is the seller that pays the duty. How do I prove that. This way. If a reduction of ten per cent. say on goods going to the United States, goes into the pockets of the shippers, why, surely¹⁰ must have come out of their pockets before the duty on these same goods sent to the U. S. was reduced. According to this way of reasoning the reduction of the duty of eight cents a ton on coal coming from the U. S. to Ontario would not have been of the slightest benefit to the Ontarians. It would have gone into the pockets of the American shippers. I have always maintained some such idea in reference to the reduction of the coal duties, and am, of course, proud to have my views endorsed by a prominent authority. My esteemed brother and friend of the Eastern Chronicle says:

"The duty is \$1.25 per m. The duty charged will amount to \$1781.00, which under reciprocity would come back to Hants. Beside that the trade in gypsum and lumber could be multiplied several times." Let me see what this amounts to. The West demanded cheaper agricultural implements. This they maintained could be had by a reduction of the duty, but if the amount equivalent to the reduced duty was to go back to the U. S. makers—as the lumber duty was to come back to Hants how would implements be cheapened. Let it be taken for granted that the \$1781.00 paid as duty would under the agreement come back to Hants, then the lessened duty—eight cents—on the 800,000 tons of bituminous coal imported in July, from the U. S., would have gone back to Pa. and Ohio. No less a sum than \$64,000 would have gone back in one month to these States. Of course it may be that I am ignorant, but I can't see how the exporters and importers can each secure the full benefit of the reduction in duties. If this sort of logic were sound; if the exporters got the full benefit of any reduction, then by the agreement the U. S. stood to gain ten fold more than Canada as their exports are very many times greater than their imports.

"The duty of the liberal- is to lead the people, not to force them along a certain road no matter what benefits may be at the end of the road."

Quite so. 'Thems' my sentiments. Many liberals revolted at the last election because it looked as if the agreement was being forced upon the country. The silliest argument used during the campaign was that all the people, and the two parties, had always been in favor of reciprocity. That is true—in a sense. Both parties were in favor of reciprocity when the country needed it, when it had not hewn out a way for itself. Having 'made a way' the country should have been asked if it still desired reciprocity. Had it been left to a vote in parliament the agreement would have been ratified, against, as it turned out, the wishes of a vast majority of the people. In an effort to pacify a few noisy western farmers, not to say a word about compulsion from any other quarter, the government lost the support of the many in the east. It is said that Messrs. Patterson and Fielding did not consult their colleagues. That, possibly was a fatal mistake. Gladstone might have remained in office till the end of his years, had he not, without consulting his colleagues, introduced his Home Rule Bill. That alienated Chamberlain and thousands of liber-

als, who never came back but formed the liberal-unionist group which eventually merged into the Lib-Con. party, and kept the liberals out of office for several successive terms. Previous to 1896 the writer was strong for reciprocity, but Nova Scotia having since then found a better market for her coal than ever she could hope to find in the United States, his views underwent a marked change. He has no view, like some, for all time, but is prepared to change with changing conditions.

The British Weekly, Liberal, if not Radical, refers in part as follows to the late Canadian elections. It might be well for the Halifax Herald, Montreal Star, and other papers who confound British liberalism and torism with the Canadian brands to take the article seriously. The probability is that there are many Canadian tories liberats in British affairs and many liberals tories. In British liberalism and torism stand for something. In Canada there is no brand of torism similar to the British brand, and the same may be said of Canadian liberalism. The liberal party in Canada is not more radical than the tory. Some liberal measures have been passed by the tories, and some illiberal measures by the liberals and vice versa. Let Britain alone if we wish to be let alone:

"The principal lesson of the election is that we in this country should leave Canada to manage her own affairs. For our part we do not recollect taking any part in the discussion. The terms liberal and Conservative in Canada do not mean what they mean here. The Canadians are, of course, infinitely more familiar with their own position and conditions than anyone in this country can be. Sir Wilfred Laurier has been in power for many years, and that, of course, weakened him to some extent. But he is admitted to be the chief statesman of Canada, and there can be no question that many who on personal grounds, would have been glad to support him, have on political grounds been compelled to desert him. What he has so conspicuously failed to do will scarcely be done by any other man, though the future holds possession of its own secrets. The Canadian conservatives undoubtedly feared that reciprocity would weaken the tie between Canada and this country. This belief was strengthened by certain indiscreet American speeches. For our own part we have never doubted the high destiny of Canada, nor questioned her abiding place in the Empire. But there was a perfectly honest fear that the United States would aim at annexation sooner or later. The fact need not be disguised that in Canada there is an extensive dislike of the United States, and a strong objection to closer association. It was believed, perhaps by the majority of Canadians, that the Imperial tie would be weakened by reciprocity, and, in addition, that Canadian industries would be severely injured by the competition of the United States."

Here is a sample of how the daily press ignores the coal trade, Nova Scotia's greatest asset:—

"Those Liberals who argue that the government might have avoided danger by submitting the broad question of reciprocity to a plebiscite before making any agreement should remember that reciprocity in natural products had been the policy of both parties for forty years and up to the time the agreement was brought down in Parliament there was not a whisper of objection to it."

The statement that up to the time of the agreement there was no whisper against reciprocity is wide of the truth. Last Oct. when it was mooted that negotiations were going on between the U. S. and Canada the coal mine operators met and protested strongly against any reduction of the duty, in other words protested against reciprocity, so far as they were concerned, in any form. As far back as 1896 when Messrs. Patterson and Fielding visited Halifax in reference to tariff reduction and reciprocity, a vigorous protest was made by the coal men and other interests against any reciprocity pact.

In 1896 after Sir Wilfred Laurier declared there would be no more pilgrimages to Washington, the people of Canada put reciprocity to the side, and proceeded quietly and persistently to make a way for themselves. The Americans denied Canada reciprocity when she needed it, and, tit for tat, Canada chucked out the agreement which the Americans longed after, for the reason that she was doing splendidly of herself.

THE MINING SCHOOLS.

At the meeting in the interests of the technical schools held on Monday evening, as noted elsewhere, Mr. Drummond, of the MINING RECORD, made the following, among other remarks:

"Some seventy years ago several British sages emphasized the axioms, in the Proverbs, 'Wisdom is the principal thing therefore get wisdom; and with all thy getting get understanding,' as applicable to all phases of every day life. One of them condensed the axioms into one by the declaration that 'Knowledge is power.' The phrase took hold, echoed over the Isles, and soon followed the formation of Mechanics Institutes, in all the large centres of industrial population, which in their day accomplished a wonderful amount of good and gave education an impetus which is still bearing fruit. The day of the Mechanics Institute is passed, and the day of the technical school, technical college, and the University—accessible to nearly all—is with us.

Some present pundits may sniff at the feeble gropings of our forefathers. Let these know but for the grinding and groping of our forefathers we would not to-day be walking in almost mid-day light.

The technical college in whose interests this meeting is held, was not a thing of sudden growth. It was once a bud, that took over a quarter of a century in the unfolding. This statement may surprise some of you. I have no doubt it might surprise some members, even, of the Mining Society, who claim, if not to be the fathers, to be the god-fathers of the technical college.

As I have not previously appeared at any of your opening meetings you will, I know, extend to me the privilege of being reminiscent.

The other day Manager Blue of the Drummond colliery said to me:

"How long is it since you addressed the Springhill miners in the rink there?"

"Ah! that was some years ago; thirty-two years ago, August past."

"Do you remember anything in particular that you said at that meeting?"

"Anything that I said then is to me as the last rose of summer, 'faded and gone.'"

"Well," said Mr. Blue, "it isn't to me. I remember some things you said then, words that never left

me, and probably laid hold on others also. You said the time was not far off when bosses in the mines would be selected for their fitness and not, as at present, by favor; and that overmen and underground managers would require to be holders of certificates of competency. And further you stated you hoped to see the day when sons of Nova Scotia miners would be managers at the collieries, and how magnificently have your hopes been fulfilled. There is scarcely a manager at the collieries but has risen from the foot of the ladder."

Twenty months after that meeting in the rink there was placed, quietly, on the statute books, the following amendment to the Mines Regulation Act:

"The Governor-in-Council shall have power to make regulations for establishing and organizing a Board of Examiners and prescribe their duties as to examining and giving certificates of competency to all underground managers, overmen and to overmen, as to their knowledge of ventilation, gases, mines and mining, and shall have power to fix a time after which it shall not be lawful for any person not having a certificate of competency to be employed at any mine in this province."

I claim that the enactment of this clause, innocent looking as it appeared, was the first stone in the mining schools, as they in their turn were the first stones in the technical college building. There followed a pause for a year or two until the certificates of service men had about become exhausted, and then it was said to the government: "Your law in reference to mining certificates must remain abortive unless you give the rank and file opportunities to acquire information." The government saw the point. The Premier informed me a while after that he had written Mr. Percy, a prominent British engineer as to coming to Halifax. I hastened to Halifax and asked of the Premier what Percy was to do, in Halifax. "Keep school for technical instruction", was the reply. It was pointed out that that would never do, that the schools must be brought to the miners and not the miners to the schools. The premier saw the point, and consented to the establishment of schools in the several mining districts, on a guarantee that the cost would not be prohibitive, and that teachers could be secured in the Province. From the first the schools have been an unequalled success, and a thousand young men and more have passed successful examinations. At first it was not asked that managers should be certificated. That day came in due time and then the government was told the clause referring to managers must remain, in a measure, abortive, unless there was some special instruction for would be managers. Then came travelling instructors whose chief duty was to give lessons in surveying, a lack of knowledge of which was the weak point of many candidates. One might have thought the stumbling block would be mathematics, and not surveying, but no. The miners of Nova Scotia took to that science as ducks to water, so that I have often declared in old Scotia, as well as at home, that our Nova Scotia miners were born mathematicians.

I am pleased to see by British papers that in future civil service examinations ten per cent. is to be deducted from the marks on each subject when the papers are written in such a way as to be difficult to read. I am glad of this for I think in our schools, shall I also say colleges, there has been a tendency to relegate the three r's to a secondary place. I am a strong, very strong believer, in the three r's—when there are brains

behind them. So equipped a man can make much of himself, if not the most. I am quite ready to endorse the statement that if knowledge is power, more knowledge is more power, if backed by character. A man may be a college graduate and yet a poor sort of a man. In every great work the staff and employes may be divided into two classes, machines and men. The first class has no initiative, no heart, and no enthusiasm, 'while the latter is alert, accommodating, faithful and to be trusted. Those belonging to the latter class are in demand, are needed; the former, the mechanical man, can be dispensed with as he can be replaced by 1000 others, equally good.

Were I to offer advice to the younger men, I would say "Rise early before you are twenty five" that means go it when you are young—in a good way of course—go it after knowledge, and this further:—Strive to be of those who know that they do not know. For among the most pitiable sights in the world is to meet a man who does not know that he does not know. In closing, the work and facilities of the schools were highly commended.

TURBINE DRIVEN CENTRIFUGAL MINING PUMPS.

For keeping mines free from water and for creating hydraulic power for places mining, the turbine-driven centrifugal pump in its present development is peculiarly applicable. The very small dimensions of such sets would commend their use where space conditions are important without very deep inquiry into their other virtues. Turbine pumps can be started up at any time from a cold condition and once started operate for an indefinite time until stopped by the simple closing of the throttle valve. To those unfamiliar with the modern turbine and centrifugal pump the power and speed of these machines is almost incredible.

For example, take a 5-stage centrifugal pump driven direct-connected by a single-stage steam turbine. These units are 48 inches in height and not over 10 ft. in length, yet have a capacity of 1000 gallons of water per minute against an average discharge pressure of 270 lbs. The small size and simple construction is in striking contrast to the great weight of a reciprocating pump for the same service.

As a means for propulsion for centrifugals no machine has yet been devised which fills the bill as satisfactorily as the small steam turbine. Because of its superior range of speed it is possible to get a unit of much smaller diameter than would be necessary in a larger pump driven by a reciprocating engine. The great merit of the turbine is its extreme simplicity; there is but a single row of buckets on the rotor. This single-stage feature reduces complications, but in order that the speed shall be normal the steam in the course of its expansion is made to traverse the buckets several times, each time being re-directed into the wheel through return passages in the casing. The wheel thus receives energy in successive stages and therefore the peripheral speeds are much lower than would be the case if the steam impinged on the wheel but once.

Nova Scotia has been far behind other places in recognizing in some tangible form, Scotland's National

Bard, Robbie Burns. Scots in the sister Province of New Brunswick have already shown their appreciation of his life and works by erecting a magnificent statue in Fredericton, the capital city of New Brunswick. Toronto also has done a similar thing. In the U. S. are to be seen various evidences of loyalty, to the poet of humanity. New Scotland should no longer lag behind other places. The North British Society of Halifax has initiated a movement in this Province—to erect in a conspicuous spot within its capital city, a memorial to Burns, worthy of the Scottish people of this New Scotia,—a landmark upon which we and our descendants can look with pride for many years to come. A total sum of \$5000 is asked for and towards this the North British Society of Halifax have generously voted fifteen hundred dollars. While appealing for individual subscriptions they also solicit the hearty co-operation, sympathy, and liberal assistance of the other Scottish Societies and Clans throughout the Province. Further particulars desired will be gladly furnished by James Halliday, Chairman, and James J. Bryden, Secretary, Halifax.

The Irish Railway strike was the most absurd Labour dispute known in our time. A couple of goods porters took it into their heads that they would not handle timber that came from a timber yard where a dispute was going on between masters and men. Their view was that they ought not to be called upon to handle goods that had been sent to the railway company from a place where blackleg labour was employed. In other words, one or two men are to be the judges of the rights and wrongs of a dispute going on in another trade altogether, and if they think fit they are to make this an excuse for trying to stop the whole trade of the country. This is a return to methods of barbarism, a reversion to the system of knocking a man on the head if you do not agree with him. Under this sort of system it will be impossible for the trade of the country to be carried on. Public opinion is very much inclined to think that railwaymen as a whole have grievances of their own which ought to be redressed, but judgement on that issue is suspended until we get the report of the Royal Commission. But if the sort of thing in Ireland is to be the method of going to work, all the sympathy of the public with the railway men will vanish. A system under which they claim to have the right to hold up the whole trade of the country, and to inflict starvation on thousands of people because of a trumpety dispute in another trade is a system to which the public will never consent. Disputes are always going on somewhere. Refusal to handle 'blackleg' goods is understandable in a way, but what should we say if postmen claimed the right to look at all our letters and refuse to deliver those with which they did not agree? Parliament has given no power to railway companies, which have a monopoly of the carrying trade in their districts, to discriminate between one class of goods and another sent to them for transport, and Parliament cannot consent to allowing one or two railway porters to discriminate. The strike in Ireland was not for better wages and better conditions.

AROUND THE COLLIERIES.

A big railway in the U. S. is hauling coal a distance of close on 500 miles for 98 cents a ton, or say a fifth of a cent per ton per mile. That is not an unusual rate in the U. S.

Owing to off days and election excitement the output of the Dominion Coal Co. was not as large in September as in August, but the shipments for the month are satisfactory, on the whole.

The output of the Drummond colliery keeps very steady, but is scarcely sufficient for the demand. The new engine house is being rapidly built and with additional hoisting power the output will be increased.

A new slope, Sydney No. 6, is being sunk by the Nova Scotia Steel & Coal Co. at Point Aconi. The seam here is supposedly the same as at Floyds Cove, only of better appearance and of more height. The coal is six feet thick, a nice thickness for economical working.

It is asserted that the contract for building a railway from Sunny Brae to Country Harbor has been let. This means a shipping port for Pictou coal on the Atlantic sea-board. The railway from Ferrona to Sunny Brae was taken over from the Nova Scotia Steel & Coal Co. on the 18th. of September, which gives further assurance of the completion of the long talked of railway from Stellarton to the Atlantic.

In the number of fatal accidents in the Dominion for the month of August mining comes out of it fairly well. The fatal accidents on railways were 23, Navigation 20; Building Trades 12; General Transport 8; Metal Trades 6; Agriculture 5; Lumbering 4; and Mining 3. Of course it is impossible to say which is the most hazardous profession or employment, as no indication is given of the numbers employed in the several trades.

H. B. Greening, who has been Managing Director of the B. Greening Wire Co. for the last twelve months, has been appointed President in place of his father, the late Mr. S. O. Greening. The Board of Directors at the present is composed of H. B. Greening, Pres. John Maw, Supt. and R. H. Merriman, Secy. and N. S. Braden. Mr. F. J. Maw is a son of John Maw who was Superintendent from the Incorporation of the Company 1889 until a few years ago when he retired from active management.

Messrs. Kissen, Engineer in chief, Ghuer, chief district engineer, and Notebairt of the Acadia Coal Co. were in Cape Breton last week and paid a visit to the collieries of the Dominion Coal Co. They were highly pleased with all they saw and expressed surprise at the facilities for production of coal. One of the C. B. papers has it that the visitors said it was 'wonderful.' Of course the word was applied, not to everything that the visitors saw, but to the arrangements for handling the coal. Interchange of visits would be helpful all round.

The I. R. C. time table changes on 29th. inst., particulars next issue.

The firm name of the Canada Wire Goods Mfg. Co. has been changed to Canada Wire & Iron Goods Co., Hamilton, particulars of which will appear next issue.

It is said that work at Thorburn is impeded by the inability with the present equipment to keep the pit as free from water as desirable. The wet weather of late has given the pumps, or the pipes, more than they can accomplish.

The Acadia Coal Co., in order to be in the fashion, has secured fifty thirty ton cars. These cars are all right when steamers are to be loaded and sent off in a hurry, but are not so suitable for loading smaller craft, as to move them requires the services of a locomotive. The thirty ton and fifteen ton cars which the I. C. R. are now using instead of the old six ton hoppers are not a poor mans car. In towns where there are coal yards the disuse of the six ton hoppers may not be a serious loss, but it is different in the villages and settlements along the line of railway where fifteen tons of coal at a time is too much for a purchaser's requirements. The only thing now to do is for one or two neighbors to club together and get a big car and this does not work out at all times to advantage.

The Stellarton Round House Committee who will have the dispensing of patronage on the Stellarton Division of the I. C. R. under the new government, informally and semi-officially inspected the various repair shops last Saturday. The committee was accompanied by Mr. Bell, president of patronage. It is reported that the committee were not overly well pleased with the state of affairs. Things looked as if they were left to arrange themselves, or in other words jumbled up. The committee is severe in its strictures on the addition to the machine shop. It is declared to be a badly planned structure. There will be no immediate removals from the staff. Ample time will be given a few to put their house in order. Of course this is regrettable but it is the way of politics.

THE TECHNICAL SCHOOLS.

A meeting in the interest of the Technical Schools was held in Stellarton on Monday evening last. There was a gratifying attendance of young men and boys, the latter attracted to large extent by the knowledge that 'pictures' were to be shown. They saw the pictures and got a lot of excellent advice to the bargain. The Technical College was represented by Professor Sexton; the schools by Instructor McKenzie; the mining fraternity by Harry Coll; engineering by Mr. Reynolds, and ordinary people by Mr. Drummond. The miners were well represented.

Prof. Sexton presided, and first of all exhibited his

moving pictures, showing steel making in various of its processes; also a supposed coal mine, coal mine explosion, and coal mine flooded. It was an antediluvian mine, and no wonder the flood came upon it. The men were drowned in a foot of water, rescued by heroes who knew just where to look for their man, the dead bodies being hoisted to the surface by means of a block, tackle and tripod. The mine and the mischief depicted, if exhibited in rural districts, would forever stop the inflow of labor to the mining districts.

Prof. Sexton called upon Mr. Drummond to make some remarks and to make criticism of the mining picture. In opening his remarks Mr. Drummond said the only criticism he would offer would be that a mine like that shown deserved to be blown up and flooded to boot. His further remarks will be round elsewhere.

Prof. Sexton in his remarks addressed the younger portion of the gathering in a happy and very interesting way. He explained at length exactly what the schools stood for and what the benefits that are expected to follow. Education unlocked many doors that without it were closed to the aspiring and industrious even. He explained the true value of a certificate or diploma. It might not be a sure passport into a position of prominence, but it always remained as a certificate of character; and hung up in a room it was a reminder to any one who read it that the possessor of it was an educated man. He did not propogate the fallacy that every boy before him if he attended the schools and obtained a certificate would surely mount from a low to a top place. Everybody could not have a top place, but the schools afforded them the opportunity to reach a top place from which otherwise they would be wholly debarred. The branches to be taught in the Stellarton schools were elementary, mining, and engineering. In Westville attention would be paid principally to mechanical, mining and engineering drawing. In concluding an excellent address he paid a deserved compliment to Mr. J. G. McKenzie, the Instructor.

By the way, the Professor spoke of his visits to seats of learning in other lands. The best schools he had come across were in Fifeshire, Scotland. He said of them that either they were the best of their kind in the world and after them came our mining schools, or that our schools were the best of their kind and the Fifeshire schools came after. The RECORD is content to accept either expression.

Mr. Harry Coll was called upon and responded in a short and pithy address. Harry always makes a point when he speaks and he made a capital one on this occasion and hammered it in. He declared that given two miners, one educated and the other unlearned, the former could do more effective work and do it with much greater ease than the latter. In mining, the man who only used brute force fell down before the man whom education had taught him to put brains in his work. He gave it as his deliberate opinion that the educated miner could under equal conditions earn over a dollar a day more than the uneducated one. The exercise of brains told in coal mining more than many people imagined. Therefore it was that he urged strongly the young men to avail themselves of the privilege presented by these mining schools. Other things being equal the advantage always lay with the man who had striven to acquire knowledge.

The school opens Thursday, 12th. October.

Coal Shipments September, 1911.

DOMINION COAL COMPANY, LTD.
Output and Shipments for September, 1911.

	—Output—	—Shipments—
Dominion No. 1	43 001	
Dominion No. 2	59 549	
Dominion No. 3	8 514	
Dominion No. 4	30 538	
Dominion No. 5	25 455	
Dominion No. 6	22 250	
Dominion No. 7	16 567	374 905
Dominion No. 8	14 327	
Dominion No. 9	36 800	
Dominion No. 10	14 946	
Dominion No. 12	25 295	
Dominion No. 14	20 341	
Dominion No. 15	3 745	
Dominion No. 16	1 700	
Dominion No. 21	1 283	

324 311	
Shipments Sept. 1911.....	374 905
Shipments " 1910.....	366 041
Increase " 1911.....	8 864
Shipments 9 mos. 1911.....	2 719 559
" 9 " 1910.....	2 314 385
Increase 9 " 1911.....	405 174

—NOVA SCOTIA STEEL & COAL CO. LTD.—

Shipments Sept. 1911.....	95 671
" " 1910.....	83 943
Increase " 1911.....	11 728
Shipments 9 mos. 1911.....	515 932
" 9 " 1910.....	598 358
Decrease 9 " 1911.....	83 226

—ACADIA COAL CO.—

Shipments Sept. 1911.....	28 309
" " 1910.....	26 506
Increase " 1911.....	1 803
Shipments 9 mos. 1911.....	281 828
" 9 " 1910.....	195 051
Increase 9 " 1911.....	86 777

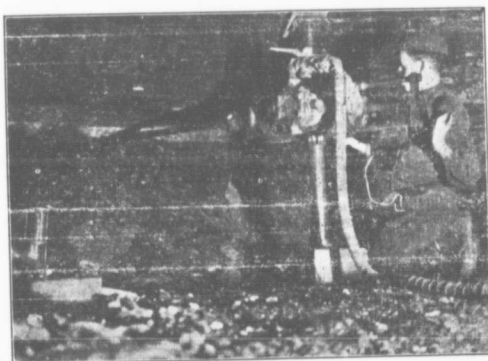
—INTERCOLONIAL COAL CO.—

Shipments Sept. 1911.....	15 742
" " 1910.....	15 980
Decrease " 1911.....	238
Shipments 9 mos. 1911.....	181 930
" 9 " 1910.....	180 018
Increase 9 " 1911.....	1 912

—INVERNESS RY. & COAL CO.—

Shipments Sept. 1911.....	21 707
" " 1910.....	22 078
Decrease " 1911.....	371
Shipments 9 mos. 1911.....	196 974
" 9 " 1910.....	193 580
Increase 9 mos. 1911.....	3 394

The "HARDY PUNCHER"



RADIAL Coal Cutter.

(1911 Model)

Completely eclipses all imitations.

It has attained a speed of 180 square feet per hour
- **15 feet wide x 6 feet deep in 30 minutes.**

**THIS MACHINE HAS MINED
AS MANY AS SIX ROOMS IN A SHIFT**

For Mining in Flat or Pitching Veins, taking out
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It is unquestionably the most Durable, Reliable,
Fastest, and Handiest Radial Coal Cutter made.

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Hoisting Engines.

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Special Haulage En-
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Full Line of

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WIRE ROPE,

BLOCKS, Etc.

Complete Outfit

OF

**MINING
SUPPLIES.**

MUSSENS LIMITED.
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Sole Canadian Agents.

EXPLOSIVESOF EVERY
DESCRIPTION.**BEST QUALITY ONLY.**

Dynamite,
Gelignite,
Gelatine Dynamite,
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Blasting Gunpowder,
Compressed Pellets,

**PERMITTED
EXPLOSIVES**

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

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Winding & Haulage
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The use of SPECIAL GRADES of Wire, drawn to our own specifications and rigorously
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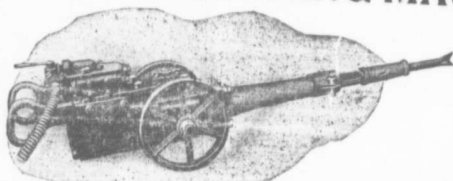
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THE H. H. COAL MINING MACHINE.

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INVERNESS RAILWAY and COAL COY.
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Miners and Shippers of INVERNESS (BROAD COVE)

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—First Class both for Domestic and Steam Purposes.—

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Apply to Inverness Railway and Coal Company, Inverness, Cape Breton; J. McGILLIVRAY, Superintendent.

INVERNESS RY. & COAL COY

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

WHIRLBOUND Superior Dir.		STATIONS.		FASHERS' SCHEDULE	
33	31			24	22
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
3 30	10 40	P. TUPPER JUNCTION	3 43	11 00	
3 25	10 35	INVERNESS JUCE	3 50	11 05	
3 17	10 29	PORT HAWKESBURY	4 05	11 11	
3 00	10 12	PORT HASTINGS	4 08	11 20	
9 57	6 07	TROY	4 12	A. M.	
9 44	5 57	CRENSHAW	4 25		
9 37	5 50	CRAIGMORE	4 56		
9 08	5 22	JUDIQUE	5 05		
8 55	5 09	CATHERINES FOND	5 18		
8 41	5 00	PORT HOOD	5 22		
8 33	4 53	GLENOE	5 38		
8 21	4 45	MADOU	6 02		
7 50	4 30	GLENDARE	6 16		
7 40	4 25	BLACK RIVER	6 28		
7 25	4 15	STRATHLOONE	6 43		
7 12	4 08	INVERNESS	7 00		
6 55	4 00		7 10		
A. M.			P. M.		

CAPELL VENTILATING FANS.

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

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

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Makers of Complete Equipments for COAL and GOLD Mines.

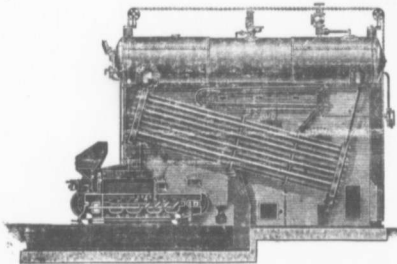
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"B. & W." PATENT WATER TUBE BOILERS.



"B. & W." PATENT WATER TUBE BOILER.
SUPERHEATER AND IMPROVED MECHANICAL STOKER.

Over 8,000,000 h. p. in use.

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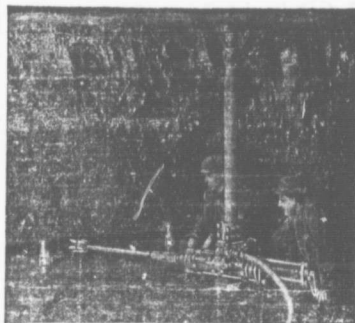
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JERSEY - JULY - FLOUR.

Best all round flour on the market.
Uniform in quality. Every barrel
can be depended upon. This flour can
only be had in Cape Breton at the stores
of the Dominion Coal Company.



The RAND New Radial Coal Cutter

The Rand No. 37 Coal Cutter is a Thor-
oughly up-to-date machine, built entirely
of Steel.

The weight of this machine has been re-
duced far below anything on the market,
and the cutting capacity wonderfully in-
creased.

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ALL LOSS OR DAMAGE TO PROPERTY

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 for Air Drills Pneumatic
Tools, Steam, Suction, etc.

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For highest pressures with Steam, Hot or Cold Water and Air.

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 For Transmitting, Conveying and Elevating

Unequalled for Durability and Power Transmitting Qualities.

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Have always in Stock every size of their standard

TREBLE BEST SPECIAL CRANE CHAINS

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

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Mine Car Drawbars and Hitchings a SPECIALTY.

MARITIME COAL, RAILWAY, & POWER CO.

Miners and shippers of

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JOGGINS.

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Domestic

COAL.

Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

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"Be sure you get the Genuine."

Everything in PACKINGS,
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COOK'S PAN SHOVELS,

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The Largest Mines in Canada

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High Grade Fuel
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COKE

From Coal Washed by Latest Process
Growing more popular daily—and considered to
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of Fine
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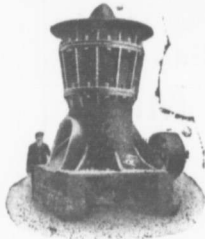
FIRE BRICK

Better than
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SHIPMENTS BY RAIL OR WATER.

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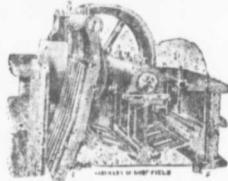
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CAST STEEL
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(Solid Steel Construction)

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For Mine Buildings.



AMATITE is exactly suited to mining buildings because:

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The surface consists of mineral particles embedded under great pressure into a tough plastic matrix of pitch.

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