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Maritime Mining Record

MAY 11 1910

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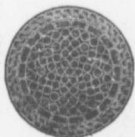
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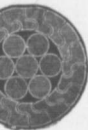
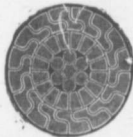
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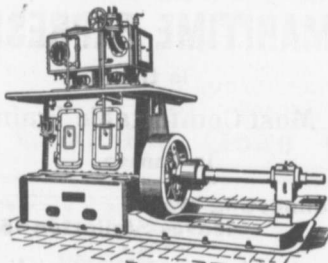
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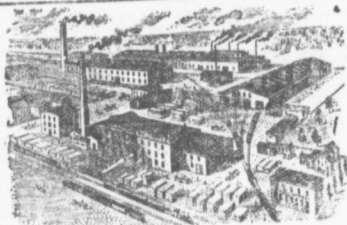
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Minerals other than
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over five square miles for eighteen months, cost \$30.00; leases for four renewable terms of twenty years each can be selected from them at a cost of \$50.00, and are subject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

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

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

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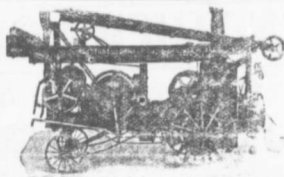


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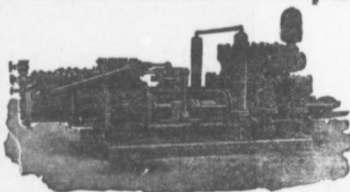
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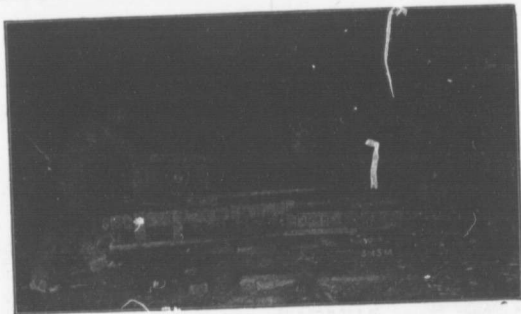
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“Speedy” Coal Boring Machines, “Acme” Ratchet Rock Boring Machines, Miners’ Tools, Copper Headed Stemmers Copper Pointed Needles, Miners’ Picks, Mauls, Wedges, and other mining appliances.

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

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



Jeffrey 17 A Electric Chain Coal Cutter.

Except where the cutting is extremely hard this machine is usually employed in all seams four feet and over in thickness.

JEFFREY COAL CUTTERS

are designed and built to suit any conditions of mining. See for Bulletin 1b 18.

Electric Locomotives, Electric Rotary Drills, Coal Tipples, Car Hauls, Screening Plants, Elevating and Conveying Systems, Crushers, Ventilating Fans, Cages, Hoists, etc.

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The....

MARITIME MINING RECORD

Vol. 12, No. 21 Stellarton, N. S., May 11, 1910. New Series

COAL HAULAGE.

By Robert Robertson, Mine Manager, Sydney Mines.

No. 5 colliery, or as it is familiarly called, "Queen pit," was sunk to the Sydney Main seam by the General Mining Association in the year 1854. The main shaft is 400 feet deep 11 feet diameter, and for many years served the double purpose of a hoisting shaft, and also providing an upcast for the ventilating furnace. Subsequently a third shaft was sunk which was used for ventilating purposes exclusively.

The Queen pit continued in active operation and figured largely as a coal producer until the year 1876, when the new winning or "Princess pit" was completed. As the work of developing the new pit progressed, the men were transferred thence from Queen pit, until finally it was abandoned, and for a long period of years it was used as an upcast for the Princess pit.

When the present owners, the Nova Scotia Steel & Coal Company, Limited, in 1900 absorbed the old General Mining Association, and took over all the property and franchises of that corporation, was designated No. 1 Colliery, and when some three years ago the company decided to re-open Queen pit, it then became known as No. 5 colliery.

In re-opening the colliery, the main objective point to be reached was the face of the Main north level, which level had been stopped and the whole section abandoned several years previous to the stopping of the pit. This stopping was due to the excessive wetness of the workings, and also to its injurious effects upon the miners, it being highly charged with sulphuretted hydrogen gas.

The work of cleaning and repairing the level was pushed as rapidly as possible and in due time the face of the levels was reached at a distance of nearly a half a mile from the shaft. From this point, the solid coal extended towards the raise as far up as the workings of the old "Jacob" and Yard pits, and down towards the dip to what is known as Sullivan's level.

The main level face being reached, the permanent track was laid, 28 lbs. rails been used. A landing was prepared and double track laid for a distance of 300 feet and preparations made for winning anew this face of coal. A pair of headways were set away to the rise and at a suitable point beyond the face, deeps were set away to reach Sullivan's level, and for a time horses were used to convey the coal to the pit bottom. As the work of development progressed, and the output gradually increased, the urgent necessity became more and more apparent of providing mechanical for horse haulage.

Originally the level was driven only wide enough

for a double track, and as it makes only a slight deviation from a straight line with an average grade of 1 per cent. in favor of the load, the conditions were favorable for the installation of the main and tail-ropes system of haulage, but ultimately it was decided to put in an endless-rope haulage, both ropes running alongside on the single track.

Electricity was adopted as the motive power, and the driving gear erected on the surface. The motor is 75 h. p. running at a speed of 475 revolutions per minute, giving out 278 amperes at 320 volts. The circumference of the bull-wheel is 15 ft. 6 ins. and the intermediate gearing reduces the speed of the drum-shaft to 30 r. p. m., giving a speed to the rope of 465 ft. per minute or $5\frac{1}{2}$ miles per hour.

The total length of rope is 6,700 feet, $\frac{3}{4}$ in. diameter, has $3\frac{1}{2}$ turns round the bull-wheel, and is thence conducted from the under side of the driving wheel to the top of the hoisting shaft, down to the pit bottom, and after passing round one vertical and one horizontal wheel, is carried along the low side of the empty track, passing under the rail into the centre of the track, and is then carried round the curves to the intersection of the full and empty roads at a point 200 feet from the pit bottom.

From this point, the ingoing empty rope and the outgoing full rope run between the tracks, until the outer end of the landing is reached, where the full load diverges to the left. The empty rope is carried up the full length of the landing, then passing round a return wheel at the inbye end, returns out along the centre of the track to the point of intersection of the two tracks, thence out to the pit bottom and reaches the surface by way of the furnace shaft, and is led into the top of the bull-wheel by one vertical and one diagonal pulley.

The furnace shaft does not reach the coal seam, but a borehole in the centre of the shaft pierces the roof on the high side of the full road, through which the rope passes.

All the pulleys are 5 feet diameter.

The only tension in use is placed on the outgoing rope between the driving-wheel and the top of the shaft and in addition to the weight of the wheel and the guiding carriages, it only requires the addition of two cast-iron blocks, weighing together 700 lbs. This weight is sufficient to keep the rope tight on the bull-wheel, and take up the weight of the (400 ft.) hanging in the shaft. The travel of the tension is only about 10 feet, taking up 20 feet of slack, and as this is the only point where provision is made for taking up slack due to elongation of the rope, and is not sufficient to make a new splice in the event of shortening, the ex-

pedient of picking out one of the splices and cutting off is resorted to.

The gauge of the track is 2 ft. 6 in. and the ropes on the level are kept about 8 ins. apart by means of ordinary bottle-jacks placed at suitable points and the ropes ran on small cast-iron rollers, 6 in. x 3 1/2 in. diameter, set low enough just to keep the ropes from dragging. These have been found to work most admirably and are not so readily knocked out when the grabs pass over them as were the larger ones.

The coal is hauled in trips coupled together in the same manner as for main and tail-rope, or plain haulage systems, and the attachment to the rope is made by means of stout grabs. In hauling in the empty trip one grab is used, attached to the front of the trip in the same manner as the end of the tail rope would be, and on arriving at the inby end of the landing, the rope is stopped and the grab detached.

In bringing out the full trip two grabs are used, one at either end. The rope being stationary, the grab on the back end of the trip is firmly attached to the rope, after which the whole trip is moved out on a slight grade until all the couplings are stretched. The front grab is then firmly secured and the rope set in motion, when the whole trip moves as one unit. Care must be taken to see that every trip is sent away from the landing in this manner, as any looseness among the couplings tends to jerk and loosen the grabs, causing trouble on the road, where the grade varies. On arrival at the pit bottom, the rope is again stopped and the front grab released first, after which the hind one is taken off and the trip allowed to run by gravity out to the cages.

Sets of 30 tubs are run, each tub carrying an average weight of 1570 lbs., the weight of the box being 800 lbs.

Occasionally four trips in an hour have been made, but an average of three trips is easily maintained, and in the course of a nine-hour day, delivering 570 tons at the pit bottom. The greatest quantity actually handled has been 510 tons, but no trouble would be experienced in handling the larger quantity were the coal obtainable.

The main levels were rapidly pushed forward and soon the necessity arose of doing something to shorten the horse haulage between the faces and the landing. Another spare road was made at a point 720 feet beyond the outside of the main landing, and horses put to haul the coal between these two points. From three to four horses were thus employed, the coal being hauled in sets of four tubs.

Simultaneously with the pushing forward of the levels, the deeps extending down to Sullivan's level were also kept advancing until the level was reached at a distance of 900 feet below the main level. This was accomplished at the sacrifice of a very considerable amount of horse flesh and in the later stages of this development it was a good day's work for a good horse to haul from 20 to 24 tubs. The grade of this deep is 8 per cent.

A considerable area of solid coal extends beyond and below the face of the level, which had been driven beyond the line of the face of the Main level, and also a large area of pillars lies immediately below the level, all of which can be won from this deep.

The question of substituting mechanical for horse haulage in working this section again came up. There

was no available motive power in the pit, and after several propositions had been discussed and dismissed it was decided to install an auxiliary haulage, using the main haulage rope as a band-rope for motive purposes. Accordingly two small drums with pinion and spur wheel shaft and gearing similar to what are in use for hauling purposes, were procured, and mounted on a wooden frame.

These drums are 20 ins. diameter by 6 1/2 ins. wide, depth of flange 9 1/2 ins., operated by friction gear. Instead of the crank-shaft with pinion gearing into spur-wheel on drum shaft a longer shaft was substituted, on the outer end of which a bull wheel, 3 ft. dia., was keyed. The main rope makes two complete turns around this wheel operating the drums in the same manner as if steam or air driven.

One of these drums was used for hauling the coal up from Sullivan's level, a distance of 900 feet, 7 tubs being hauled up the trip, with a 1/2 in. rope. The speed of the rope was found to be too slow to haul any quantity of coal, as it required the double journey of the main rope to make one haul out of the deep. To overcome this, a larger pinion was put on, which gives sufficient speed to make one haulout of the deep, while the main rope makes the journey.

The other drum was fitted as drum-wheel, having a diameter of two feet and this was used to operate a small endless rope on the level, conveying the coal from the inside spare road to the outer end of the main landing, thus displacing the four railroad horses already referred to, and also one horse that was used to haul to and from the head of the deep and the outer end of the landing.

The quantity of coal hauled from the deep is equal to the work of 8 to 10 horses, which added to the work done by the 5 horses on the level, represents a saving of at least 14 horses, with all their incidental expenses, worry and torture. The greatest quantity of coal hauled from the deep is 315 tubs, and from the level 400 tubs; and all this without any expenditure for motive power and, beyond the landing tenders, all done by one man.

The industrial impetus given the province by the coal interests was augmented by the establishment of the Dominion Steel works at Sydney. Eyes had marked the south bank of Sydney harbor as an admirable location for the Steel industry, and the result was an expenditure of \$25,000,000 which reared the mightiest steel making plant in Canada and transformed a struggling village into a bustling city. Other companies also found the smelting and refining of iron ore a profitable enterprise, and as a result the steel industry in Nova Scotia is on a thoroughly substantial footing and is assuming large proportions.

The industrial boom created a strong demand for labor, and as it was found that many of the skilled workmen for new important industries, had to be imported, the Provincial Government established evening technical classes in all the principal towns. The subjects taught at these schools include business English, technical arithmetic, practical algebra, geometry and trigonometry, mechanical drawing, machine drawing, architectural drawing, building construction, electricity, surveying, chemistry and civil engineering.

MARITIME MINING RECORD.

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

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

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

Subscription \$1.00 a year. Single Copies 5 cents

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

MAY 11



RECIPROCITY.

Mr Butler, General Manager of the Dominion Coal and Iron Co, lecturing in Boston is reported to have said that Nova Scotia coal operators might not be averse to reciprocity provided a treaty could be made covering a long period of years. This would be imperative as in any effort to secure a footing in the New England market it would be necessary for the Nova Scotia operators to put up expensive unloading plants etc.—or words to that effect. Of course Mr. Butler, spoke from a Dominion Coal Company's point of view,—and after having exchanged views with Mr. Dick, the sales agent, on the subject. The Record is of opinion that among the coal operators generally of the Province there is a growing feeling that reciprocity would be much more harmful than beneficial. Railway development, and the progress being made in shipping facilities across the line, are daily weakening the hopes, that might have been entertained a few years ago, of securing any remunerative share of the New England coal trade. Nova Scotia operators have to-day to reckon with the big Tide water, or Virginia, railroad. To a deep water port a train of 3000 tons can be hauled by one locomotive from the mines. At this port the facilities for quick loading are almost as modern as at the International pier, at any rate a six or seven thousand ton carrier can be loaded in six or seven hours. The coal can be freighted from this deep water port to Portland or Boston as cheaply as from Lewisburg. The Tide water railway will likely erect quick discharging plants at Boston as soon as the necessity arises. The Dominion Coal Co is the only Nova Scotian Company that could put up a fight with the Tide water railway people.

Ten years ago the opinion may have prevailed that Nova Scotia could hold the Montreal market against all comers, reciprocity or no. Of late there has been a pronounced change of opinion. There are those who think that the removal of the duty would lose to us the largest portion of that our present largest market. The Dominion Coal Company might possibly hold its own under reciprocity, and the mines in Cumberland, having access to the Bay of Fundy, gain a little, while Pictou and Inverness Counties, and the mines in Cape Breton County outside of the Dominion Coal Co. would have a stiff and uncertain fight for a life worth living. Cut from the Montreal market and unwilling to expend a large sum in

Boston or Portland for the erection of plant, the Nova Scotia Steel & Coal Co would enter the lists for a big share of the local market, and then would surely ensue a fratricidal war—we use the word because outwardly the operators are so brotherly—which would demoralize the Coal Trade.

There is much talk of the proposed Georgian Bay Canal and what it would do for the coal trade. If that Canal be built and reciprocity precede or follow its completion then surely our Coal trade from Montreal westward is delivered into the hands of our commercial enemies.

The Record considers that under present tariff conditions there is a sound argument against the admission of all foreign agitators to do the very work that a tariff is supposed to accomplish. If there is reciprocity in coal then the argument against the exclusion of foreign labor agitators will lose much of its force, if it can at all be maintained.

With the rapid strides Canada is presently making, the time may not be far distant when the Montreal—or, more correctly, the Quebec market will be as large as that of New England. In our opinion reciprocity is not a thing upon which to bestow an indifferent sympathy, let alone to welcome with the glad hand.

STRIKE CALLED OFF.

The Record said last July when the strike in Cape Breton had but started, that there could only be one outcome, namely, the utter discomfiture of the U. M. W., and so it has happened. Not an iota of advantage has been gained, while the loss to the workmen has been tremendous, and that to the Company and Country serious. The men are of course the greater losers being the ones least able to afford it. The responsibility for the loss to the workmen, for the suffering caused to their families, the loss of revenue to the province, and the lessened trade in general, rests not only upon the U. M. W. agitators, but upon, notably, the Halifax Herald, the Sydney Post, and such other papers as incited the men to a continuance of a hopeless struggle. Few people indeed would like to stand in the shoes of those responsible for the utterances of these papers. The Post with amazing coolness, not to say effrontery, suggests that the strike being over, pens and tongues be now silent; just like our contemporary. Now that the waters are not troubled, the Post blandly advises the copious use of oil. When the waters were really troubled the use of oil in the shape of advice to the men to cease from strife, never entered its head. The Record cannot afford to be silent; surely the strike and its issue has lessons for many, and these must be pointed out.

The chief reason given, by those who favored the U. M. W. when the illegal referendum vote was taken, was that the foreign order, being strong in numbers, and long in purse, would be able successfully to cope with and secure large concessions for the men from the companies.

The Record has all along pointed out that in modern labor and capital warfare, there was a factor that determined far more than money. That factor is public opinion.

Public opinion, that is sane public opinion, from the outset was against the uncalled for action of the leaders of the foreign order. They believed, and the Record did, that home troubles could be best settled and home differences best adjusted by a home organization, and not by an organization whose headquarters are a thousand miles away, and an organization which could call sympathetic strikes at the nod of its leaders.

The strike in Cape Breton has cost a million and an half dollars, and probably a further loss of wages to the workmen of half as much more. And what has been the benefit of it all?

Not a single advantage gained; while hundreds of men who had happy homes are now penniless. The men only have suffered; the leaders are as sick and sry and spruce as ever.

Are the men of Springhill and of Westville willing to be duped as the Cape Breton miners were?

The foreign organization cannot gain for N. S. miners a cents worth more concession than the home organization.

In the home organization the mens votes count and tell; in the foreign organization the intelligent vote will be swamped by Poles, and Slavs, and men of every nationality, but British and Canadians.

What did the U. M. W. in Cape Breton strike for?

They say recognition. Have they got it. ? Oh, no.

From July till end of April it cost every man on strike in Cape Breton an average of \$50.00 per month, or a total of \$500.00 each.

The leaders have declared all along that it was recognition and recognition only that was wanted. Suppose it had been obtained would it have been worth the price paid, namely, five hundred dollars.

Recognition is not accorded, so the workmen have been dead losers—have lost 10 months work, 10 months wages, and lost in honor—a total loss.

Are the men at other mines prepared to risk, with the certainty of losing, \$500.00 each for recognition? Suppose it was secured how long before they could make good the \$500.00 loss?

And so Wm. Penn Hussey of Broad Cove fame has went the way of all the living. He died on the 29th. April last. There were many exciting and dramatic incidents in Wm Penn's life. When the scows and the dredge which was to make a famous harbour out of McIsaac's Pond were leaving Boston, Hussey waved his hand saying, 'Good-bye boys, be careful, there goes my all.' The scow and the dredge reached Broad Cove. The dredge dug a sort of channel and then was laid up inside the Pond, where she remained for many a day, a monument of blighted hopes, vivid imaginings, and good intentions. The deceased gentleman was exceedingly good natured, and knew the force of ocular demonstration. For instance, before the arrival of certain Swiss gentlemen to view the mine in which Mr. Hussey had induced them to invest, he caused the earth overlying the seam to be removed. A large surface of coal was thereby exposed, and the Swiss guests had the privilege, which few have had, of literally walking over a coal mine, and it may be added

that that was about all the pleasure they ever realized out of their investment. For a time the Husseys were supreme at Broad Cove, now their name is a memory and mayhap an occasional household word. One could not help liking the man though they dissented from some of his ways.

- Rubs by Rambler.

In the letter of the Secretary, District No. 26, U. M. W., we have a sample of hyper criticism from a super sensitive Hibernian. Perhaps that is unkind, as James B. has dropped entirely the Laughlin and comes out boldly La-lachin; so seeing Laughlin is as gaelic as Allister, I will, instead, though I don't half like it, substitute Scotsman, for the term used. The Sec. of District 26, U. M. W., says, in a letter to the Herald, that there are some in Nova Scotia who, during the past two years, have resorted to every heathenish device in order to keep miners wages at the lowest, and in order to restrain the mine workers from joining an organization that is strong enough to save them from "the unsatiable greed of dividend hunters." The organization referred to as possessing this samsonic strength is the U. M. W. Well, they have shown their strength to the fullest during the past ten months in Cape Breton, and what has it amounted to? Weakness is the fittest and the truest word to employ. With all the boasted strength of the U. M. W., from what have they saved the Cape Breton miners, who trusted in them? Why, they have not saved them from utter defeat. Let the leaders of the U. M. W. play still the part of necromancers, the rank and file will soon learn that the terms of settlement were without a single alteration, the same as the company offered on the 5th of July last. McCalloch may labor, and Lewis may laugh and send gleeful congratulations, but the fact is the U. M. W. leaders had to surrender without terms, and that will be made plain in a day or two, once mens minds are prepared to receive the truth. 'Strong enough to save', indeed! Not this time, and having shown impotency they ought, with the best grace possible, own to it, and retire—the leaders of course. The Secretary of District No. 26, U. M. W., calls Senator Power to task for having stated that the average wage of the mine workers in Springhill was over \$3.00 per day, and that some miners made as high as \$6.00 per day. The Secretary tries to pour contempt on Senator Power for making such a statement, and more than hints that the statements are dishonest and untruthful. To my mind it is the Secretary of District No. 26 who equivocates. Senator Power did not say the average wage of the 1,670 men, said to be employed at Springhill, was over \$3.00 per day. The context, in Senator Power's reference to the big wages, shows he had in mind only miners. But even had he not specifically named the miners, he was justified, seeing he was talking about the strike, in saying that the wages paid averaged over \$3.00 per day. He knew the

strike was not called by other than the miners, for, like other public men, he had read the demands of the strikers, or the reasons for the strike. These, primarily, were recognition; a standard weight; schedule of rates, etc. In short the trumped up grievances were all—recognition excepted—purely miners' grievances, affecting 460 men, and in which the other 1210 were not in the least directly interested. The many Boards called to sit at Springhill were asked for in no instance by the 1210 days wage men and boys, but by the miners, and therefore Senator Power was fully justified in confining himself to the wages earned by the miners.

The Halifax Herald, and certain of its correspondents fairly revel in making the most extraordinary and outrageous statements. For instance, referring in indignant tones to the exclusion of the Dominion Coal Co. from the operation of the Compensation Act the Herald declares that this exemption, non application, means a saving to the Dominion Coal Co. of a hundred thousand dollars a year, and then forgetting that it had specified that sum, proceeds to say, as it waxes wroth, that the saving to the Company,—and of course the consequent loss to its employees—will be two hundred thousand dollars. One cannot well imagine what the Herald hopes to gain from such reckless and absolutely silly statements. Let a little figuring be done. Taking the government mines report for 1908—1909 was a strike year—it will be found that the number of fatal accidents in and round the mines of the Company was 12, and the number of minor and major accidents 140. According to the Compensation Act,—on the assumption that the Company was liable for all the deaths—the Company would be called upon to pay eighteen thousand dollars, twelve fatal accidents at the sum set \$1500 making that sum. Let it be assumed that the average number of weeks incapacity following accident is ten,—and that cannot well be called a low average. There were 140 accidents which multiplied by ten makes a total of 1400 weeks. Let the weekly indemnity under the compensation act be placed at nine dollars, and that unless we are mistaken is over the mark, and multiply that by 1400 and the result is \$12,600. Add the weekly indemnity to that paid on death from accident and the total is 30,600 or less than a third of the lowest estimate of gain to the Company made by the Herald. The Dominion Coal Company has at least 6000 employees. The present Relief Fund tax averages about 25cts, which let it be assumed will be increased shortly to 50 cts. per month or six dollars per year. Mr. Plummer has promised to contribute dollar for dollar paid by the men, that is he will pay six dollars per man per year. Six thousand employees at six dollars per head gives \$36,000 dollars as the Company's contribution to the Relief Fund. In other words under the Compensation Act the Company may be compelled to pay \$30,600 while it voluntarily agrees to pay the Relief societies, in lieu of Compensation claims, \$36,000 or \$5,400 in excess of the demands of a Compensation act. The figures we have given are as nearly correct as we can give them and go to prove that the Herald's statements were wild, and that it was not for the purpose of saving a few cents that the Company desired,—along with the majority of their

employees—to be outside the operation of the questionable, for good, Compensation act.

In pursuance of our promise to come further to the assistance of Dr. Kendall in his efforts to saddle the local government from its policy of inactivity in reference to the operating a coal mine for the benefit of the few people who make a furious out cry against the extortionate prices charged by the coal barons for the prime necessity, we now submit further propositions for the consideration of Dr. Kendall, the chief promoting engineer. A coal which has been famous for domestic purposes for three quarters of a century is that called "Old Sydney". This coal comes from the pit at Cranberry Head. It is now owned by the Nova Scotia Steel & Coal Co. For this colliery and some unoccupied ground the company paid the G. M. A. a million and a half dollars. I am certain the Scotia Company would let the government have it for the interest added yearly on a million and a quarter dollars, with a royalty of say ten cents per ton. The interest and the royalty would come to only a little over \$90,000. In other words the unmined coal in a fully equipped colliery capable of producing 300,000 tons a year, if properly pushed. Seventy cents for mining added to thirty cents make a dollar. If the government could not sell this coal for two twenty-five, the Remnant could demand of Dr. Kendall an explanation of where the other charges came in. The coal at Cranberry Head extends far out to sea, and there would be nothing seaward to cause interruptions after the government had called upon the Dominion Coal Co. to yield up the areas lying in front. This proposition is another dead certainty. The government might prefer a mine in Cumberland County. There are several here that the government could have at ridiculously low figures, namely, the 'Fundy', the 'Strathecona' and the Eastern Coal Co. An inducement for the government to operate the 'Eastern' is that at that mine there is one of the finest and largest mine manager's mansions in the province. If the government was disappointed at the height of the coal, they had their solace in the height of the house. The overground works of the 'Eastern' are all that can be desired. This is an ideal mine for governments to experiment upon. There is some coal in sight and some to be sought for. This mine would afford the government a double pleasure, that of realization and that of anticipation. The bond holders would, I am sure, let her go at a sacrifice, as they live at too great a distance to give their property personal supervision. By purchasing 'Fundy' the government could supply to the suffering lumbermen grindstones, while supplying coal to the general public. Dr. Kendall should not leave the lumbermen utterly to young McGregor. The latter lacks the daring initiative of the doctor, and though lumbermen and lumberers are Bob's chief care, I am quite sure the idea of opening a government grindstone quarry, for the benefit of his much imposed upon clients, never entered his head. Baird, the boss of 'Fundy' is a grand old grit, and I am sure would, therefore, deal liberally in any transaction with a liberal government. The people would be delighted to see the government operate 'Fundy', placing Kendall on the theoretical, and Baird on the practical cost end of the concern. For every stunt performed by Master Kendall, James would show him one worth two of it. Further propositions on file,

A writer in a C. B. paper thinks a good outcome of the strike will be less discrimination in the future on the part of the bosses. He goes on the assumption that the Dominion Coal Co.'s assurance that there will be no discrimination refers to the kind practiced by the pit bosses in giving special friends special facilities for making big wages. Well the leader, for a leader, is very much mixed up. The "no discrimination" spoken of on the south side has reference to the attitude of the company toward a section of the men and not of little bosses to certain individuals. There is very little of that latter now to what existed in C. B. within the memory of the writer. At a certain famous colliery whose glory has passed away, the white haired boys, who got the cream of the places, were those who showed most zeal in doing chores for the U. G. M. I kept the good graces of the boss by instructing him how to get the best work out of the choremenn, in working the garden and doing fancy stunts around the house, things he was ignorant of. There are some folks who denounce a boss who has certain workmen who he favors. I did a little bossing in my time, and there were certainly workmen who got the biggest share of any tit bits that were going. These were the men that could be trusted to be in time, and not be absent without cause, who would, when there was a smash up, willingly lend a hand to get matters right, and who did not think they were being imposed upon if the whistle had stopped blowing at 5.30 p. m., before they had their coats on and ready for a precipitate dash. Of course bosses have favorites and discriminate and why should they not? Why should not a boss look favorably on the man who takes an interest in his work and is not an eye servant nor a time server. Here are a dozen men, six are skulkers, and six are zealous. The former rack their brains from morning till night seeking out ways to put in ten hours with the least exertion possible, while the latter are ever at their post, willing workers. These latter have a right to be favored, and a right to promotion. Of course the lazy and the disloyal lot call out "discrimination". Let them call away, they forced the boss to its adoption.

The Eastern Chronicle, by its smiles seems to be tickled over Hon. Mr. Mack's little joke of giving notice of a resolution regarding the privileges etc. etc. of the upper chamber, and then in the closing hours of the session intimating his resolve to shelve the resolution until after the House of Lords had been heard from. The smile of the E. C. would be broader if he new the spirit which first animated Mr. Mack, in giving notice of a motion. In secret conclave the councillors determined to meet, with all their armor on, the anticipated and heralded attack of the valiant Dr. McMillan, on their health and longevity. Had the doctor's courage been sustained, and had he moved to the attack, then the councillors would have made a counter attack and also a flank movement. The councillors stood at attention all through the session, Mr. Mack's motion serving as a pennon, and they are still keeping their powder dry for future contingencies. They will be guided in great measure by the action of their brothers at Westminster. If the Lords go in for "no heredity" the councillors will re-echo that. If the Lords say, "partly elective, partly nominative for a period of years," the councillors will go

against the first and go with the second, but in neither case, the no heredity and the no in perpetuity privilege, will the wise old councillors agree to a change except on the distinct understanding that it shall not apply to one of them, but to the fellows who come after, and what could be fairer.

The liberal papers declare in big headlines that Borden is ruining the conservative party, and the funny thing about it is that they do not feel glad. Indeed on the contrary one might infer that they were mad at his doing such a thing. It grieves the liberal papers to the marrow to know that the conservatives have not a leader who will lead their party to a triumphant success. They are, oh, so solicitous for the welfare of the conservative party that they are prepared to render it every assistance in framing a policy and finding a capable leader.

ANOTHER COAL MINE FOR KENDAL.

A witty correspondent in Cape Breton sends the following.

"I notice in last edition of Mining Record, your comments on the suggestion that the local Govt. try its hand at coal mining. In this article you suggest that the Govt. buy up the Aecidia Colliery and further state your belief that it could be acquired on reasonable terms. This is gross partiality on your part, and again opens the door for the time wornery. "Injustice to Cape Breton." We have here in Cape Breton a coal mine named Broughton which according to the late general manager of it, consisted of sixteen miles of graded streets, and the two finest hotels east of the Frontenac. By purchasing this mine the Govt. would at once come into possession of these sixteen miles of streets, which could be dug up and shipped to the "Good Roads Association," for distribution amongst the various counties when most needed. As for the hotels, I have no doubt the Free Coal League could find use for them as summer residences for the remains of the once powerful organization. As for price I have no doubt the Govt. could buy the whole shooting match for a trifling sum, comparatively, if they agree to take over all the promoters with it. What about coal, did you say? Oh, come off now, who ever heard of coal when one is talking of mines for Govt. 'operation.'

Contrary to popular belief, says the 'Iron Age,' the mining of bituminous coal is one of the least profitable industries in the country. Only a small number of coal companies earn net profits which compare at all with those of manufacturing or commercial enterprises, or of railroad transportation. A few mines pay good returns by reason of advantages in location and mining cost, but these advantages often accrue to the railroad rather than to the operator, as they are considered in the adjustment of rates. The railroads are the largest consumers of coal, and their contracts are not often let on a basis which proves profitable to the min's that are favored. The operators who do not have unusual natural advantages are seldom able to earn steady returns on their investment.

THE MINERAL WEALTH OF THE UNITED STATES

The following from Munsey's Magazine should furnish matter for thought to those who desire to promote mineral development in Nova Scotia.

The United States holds first place as a mining and mineral producing nation. We are preeminent in our output of four of the great minerals which are the basis of manufactures—coal, iron, copper, and lead. In the production of gold we are outranked only by South Africa, and in that of silver only by Mexico. Russia alone rivals us in petroleum.

Although water-power and wind-power have long been used as sources of energy for various manufacturing purposes, and though they have been made far more available in modern times, largely through the skill of American inventors, yet the range of their application is limited, while that obtained from coal fits almost all the needs of the arts. It is mainly on account of its applicability to all sorts of conditions that the steam engine has become the great agent of civilization; and in this country, practically the whole of the fuel that it consumes is drawn from our coal-deposits.

The prosperity of peoples is largely determined by their access to coal. Great as is the dependence of the arts upon steam-power, for the near future, at least it seems likely to increase rather than decrease. Except so far as the manufacturing of this country can avail itself of water-power, the development of our technical industries seems likely to depend mainly on the distribution of coal-supplies.

We are fortunate indeed to be in possession of almost unlimited deposits of this vital mineral, lying in positions which make it easy to mine, and readily accessible to the places where it is naturally demanded.

Appalachian coal field is the largest and richest area of such deposits known in the world. It is doubtful if it is equaled in extent, or in the quality of its product, by the great field in China, which alone can vie with it.

There were produced in the United States last year, of both bituminous and anthracite coal, 4,77,176,241 tons.

Notwithstanding the present supremacy of coal, the energy derived from streams is of vast and ever-increasing value to the people of this country. The United States is already first among the nations as regards the amount of water-power utilized in industry. It is probable that, measured in horse-power or by manufactured product, the energy derived from the streams of this country is more valuable to man than those of all other lands put together. The valuable water-powers of this country are in the main limited to the region east of the Mississippi and south of the St. Lawrence and the Great Lakes. It is remarkable that this section should be so well supplied with the two important sources of energy—water-powers and fossil fuel. To these resources, however, must be added the stores of petroleum and for burnable rock-gases, which are here contained in larger quantity and over a wider field than in any part of the world. Such an assemblage of power-giving conditions insures to this country very singular industrial advantages.

Next in importance to these great natural sources of energy must be ranked the country's stores of iron ore. These are remarkable in quantity, at least in the eastern half of the continent, with reference to the fuel required for the conversion of the ore to the metallic state.

The supplies of iron ore on which the furnaces of Europe depend are, at many points, approaching exhaustion; and it is probable that civilization's increasing demand for iron and steel cannot be met, in the Old World, without a considerable addition to the cost of

the product. On the other hand, it is calculated that in the United States the output might be quadrupled without any considerable increase in cost.

The year 1909 took its place among those of greater activity in the production of iron ore. About fifty-three million tons of it were mined—an increase of nearly twenty million tons over 1908. It required 2.11 tons of ore to make one of pig iron—a larger amount than ever before—owing, presumably, to the use of slightly lower-grade ores. The value of the pig iron produced was \$437,101,382. Though commonly reckoned as the basest metal, iron, it will be seen, is the most precious of all metallic substances that this country possesses.

Next to iron, the most valuable of our under-earth assets is copper. With the modern extension of the use of electricity, the demand for this metal has increased enormously. The copper-bearing deposits of the United States are very extensive and extraordinarily rich, containing larger available supplies than any part of the Old World. The production of copper refined from ores found in the United States was, last year, 1,098,000,000 pounds. For the same period the output of Mexico was only 126,000,000 pounds and that of Canada 48,000,000 pounds. As a whole, the copper-bearing rocks of the United States, owing to their great extent and richness, give promise of affording mining values second only to those afforded by the iron ores of the country.

Our production of lead in 1909 exceeded the highest figure previously on record; it amounted to 374,000 tons. Our production of zinc was 276,096 tons. The combined value of these two metals was about five millions dollars. Gold and silver, the so-called "precious" metals—although as a matter of fact, they are of less economic value to man, at least in the technical arts, than most of those already mentioned—occur plentifully notably in the mountain region of the far west. Although this field has been for many years, the seat of untiring search on the part of prospectors, the swift successive discoveries indicate that its mineral resources are as yet most imperfectly known. The gold of Alaska is already becoming an important factor in the world's supply. Competent authority does not deem it unlikely that a thorough exploration of our great northern possession may double the resources of the country, as far as the precious metals are concerned.

Last year production in gold is estimated to have been \$99,000,000,—a gain of \$4,500,000 over our output in 1908. The two leading States were California and Colorado, each producing about one-fifth of the total, while Nevada contributed nearly \$15,000,000. These figures are given by the Geological survey, which adds the statement that in the year 1910 the hundred-million-dollar line is likely to be passed for the first time.

The same authority states our output of silver, for 1909 at \$3,849,000 ounces—an increase of 1,400,000 ounces over 1908. Owing to the great decline in the price of silver, which sold during the year at an average of fifty-two cents an ounce, the value of our silver product is now much less than formerly.

One item from Alabama tells of an explosion that killed 41 men. The next one tells of a shortage of labor—says 1,000 men could find employment. Is it a case of cause and effect? We fancy so, to some extent at least. The accidents have gained such notoriety that labor fights shy of the coal mines. Competitive bidding with other lines of employment is the only way to get more men. Coal is going to cost more and must sell for more. It is worth more money—far more money—than the average price of the past ten years.

AROUND THE COLIERIES.

The Inverness mine did not keep up its gait for April, but went considerably behind.

People have faith in Pictou County. Prospecting for coal and iron is still being prosecuted.

The Nova Scotia Steel & Coal Co. make a nice gain—26,000 tons—in shipments in April over April of last year.

Mr. Angus McKay, Underground manager at the Albion Mines, having retired from that position, is succeeded by Wm. Arthrell.

Some of the Westville men joined the U. M. W., giving as a reason that it was cheaper to pay an initiation fee of fifty cents than to pay their back dues to Ladysmith Lodge.

The RECORD is pleased to learn that T. J. Brown, of the Nova Scotia Steel & Coal Co., is out and about again after a rather severe attack of and operation for that become money making—for M. D's.—malady, appendicitis.

Mr. McLeod, the former Underground manager at Port Hood, goes to Inverness to fill the place vacated by that splendid mine man Mal. S. Beaton. Angus McIsaac, familiarly known as 'Stellarton Angus' will step into McLeod's shoes at Port Hood.

Robert Harris, of Halifax is to remain at the helm of 'Scotia' for another year at any rate, no preventing providence. He and not Forget will have the honor and pleasure soon of announcing a substantial increase in 'Scotia' dividend. "Put that in your leetle book and don't forget it," as Forget would say.

The Conservative club at Dom. No. 1 are sadly lacking in originality. What they 'beg' to demand of future aspirants for provincial legislative honors are the same old things, eight hours, old age pensions, compensation and so forth. Why don't they suggest something startling like the people of Port Morien.

Here is an item which Dr. McGill might ponder over in reference to voluntary absenteeism. The worthy doctor is puzzled to find data on which to base some sort of satisfactory conclusion as to the amount of voluntary absenteeism. Last month after pay day at mines in Cape Breton employing 1800 men, there were on the two days succeeding pay day 1600 men and 500 men off. Previous to pay day on four days there were approximately 100 men off, from sickness and from voluntary absenteeism. As there was no plague or epidemic in the days succeeding pay day there should not have been more than 100 men off on the days when there were 600 and 500 off. Suppose we allow that those off before pay day were all sick men, and no voluntary absentee among them and deduct a hundred from the number off after pay day, we come to the conclusion that 500 and 400 men were idle of their own free will. The picnic season has surely commenced early and commenced with a vengeance.

As soon as shipping becomes brisk several of the mines of the Dominion Coal Co. may be put on double shift.

It is reported that some of the mine bosses in C. B. county will leave shortly to try their fortunes at the new mines out' West. Some are named whom the RECORD would be sorry to see go.

Mr. Morine of the Port Hood Coal Co. goes jauntily about these days, his hat cocked to the side, making in congratulatory tones the announcement that he has recognized the U. M. W. Perhaps before long our now happy friend may recognize what recognition means.

It is not thought that more than twenty men will get notice to quit from the Acadia colliery, Westville, before or on the fifteenth, owing to prevailing conditions as to work. Though the demand for labor in Westville is not so brisk as one could desire, it is said that there is still a demand for good men at Springhill, all the places not being filled up.

In the account of the U. M. W. organization meeting at Westville it is declared that men from the Drummond, the Acadia, and the Allan Shafts were there. There was one man only from the Allan Shafts, and it is reported the place that knew him didn't know him after he had taken the oath of allegiance. The RECORD does not believe that one man working at the Allan Shafts is a member of the alien order.

The Nova Scotia Steel & Coal Co. have returned an answer to a section of their workmen who demanded recognition. Politely yet very firmly the Company's answer is an unmistakable No, not now or at any future time, if we can help it. The Company had the courtesy, as soon as the answer had been given, to immediately inform the other coal companies of their action. This was deemed necessary in view of the many false reports presently going the rounds of the mining localities.

McCulloch, ex V. P. of the U. M. W., is reported to have said in C. B. that his society had expended \$750,000 in Nova Scotia. In Springhill, the papers say, he placed the amount at a million. If he looked in at the Joggins the amount he spoke of would be \$1,250,000, to swell to a million and a half before he reached the border. Without joke, the U. M. W's, spent a lot of money, and, say, seriously and between us, what have they got to show for it.

One of the demands made by a Cape Breton local of the U. M. W. upon the coal company situated in the district in which the local flourishes is that "The books shall be open to the inspection of the auditor of the U. M. W., that he may ascertain the selling price of coal and so determine the wages to be paid." That is certainly cool. It goes so far that the wonder is it did not go further and say that any profit made by the company should be handed over with thanks, to the members of the U. M. W. local.

AROUND THE COLLIERIES.

The management of the Dominion Iron and Steel Co. is in high feather. All the machinery is working smoothly, the mills are running to their full capacity, and orders are coming in more rapidly than at any previous time.

It is said about a thousand men have made application to the Dom. Coal Co. for re-employment. That will leave about one hundred still to make application irrespective of the leaders who are an army by themselves.

It is not certain that a section of the Sydney Mines men will press for a conciliation board. When the application was made to the Department the men at the southern collieries had not concluded to go back to work unconditionally.

For the past week the U. M. W. leaders who have done much perambulating have been boldly asserting that they have the terms of settlement in black and white in their pockets, but not one of them has offered to hold it up to the light. Some believe the leaders have a document with the terms of settlement, but that it would not be healthy to bring it out until McCulloch, Barnaby, and Hargrove are well across the line.

A conference between Mr. Plummer and other heads of the Dominion Coal Co., and the representatives of the several Relief Funds was held last week at Glace Bay, in furtherance of a plan to put the Relief Funds on a basis that will make the Compensation act a paltry affair, when placed alongside of it. The company will put down dollar for dollar contributed by the men. The Record, with reason, is proud of the Relief Funds, and hails with gladness anything and everything that tends to their improvement, enlargement, and greater efficiency.

Before attempting to bring Nova Scotia into the fold the U. M. W's have ample opportunity for missionary work at their own doors. They tell us, the leaders do—of the big wages and the shorter hours in the land over which waves the stars and stripes. The fact is that in Pennsylvania many laborers are paid much less wages than the laborers here. The report of Bureau of Labor upon conditions of work at Bethlehem discloses a state of affairs which would make Nova Scotia workmen ashamed. From the report we gather that 2,322 men worked twelve hours a day for seven days a week, a large percentage of these laborers earning only 12 1/2 cents an hour. A large part of the skilled workmen had approximately a 10 1/2-hour day for six days of the week. A large number of those working 10 1/2 hours a day frequently were required, it was stated, to work overtime on week days and to do additional work on Sundays, and it was the protest against this extension of time and the requiring of work on Sundays from the employees who had the shortest hours that led to the strike which began on February 4.

The Glace Bay settlement is still shrouded in impenetrable mystery. It is thought the Dominion Coal Co. are tiding their time, and that the veil will be lifted before the week end.

The Glace Bay Gazette says the statement in the Mining Record that the North Atlantic Collieries Coy. had sold their 1910 entire output to the Dominion Coal Co. is entirely premature. The Gazette explains that instead of Port Morien going to the assistance of the big company, the big company is to assist the North Atlantic in the transport of the latter's coal. The Gazette says things will boom at Port Morien this season as the company has secured big contracts, and that the labor differences have been satisfactorily arranged. The Record is glad indeed to hear this, but the Gazette having said so much should say more and tell anxious people about the terms of settlement.

Coal Shipments April, 1910

—INTERCOLONIAL COAL CO.—

Shipments April 1910	20 700
" 1909	19 228
Increase " 1910	1 472
Shipments 4 mos. 1910	79 983
" 4 " 1909	80 139
Decrease 4 " 1910	156

—INVERNESS RY. & COAL CO.—

Shipments April 1910	11 912
" 1909	22 545
Decrease " 1910	10 633
Shipments 4 mos. 1910	71 380
" 4 " 1909	48 957
Increase 4 " 1910	22 423

—NOVA SCOTIA STEEL & COAL CO. LTD.—

Shipments April 1910	57 100
" 1909	30 894
Increase " 1910	26 206
Shipments 4 mos. 1910	160 665
" 4 " 1909	112 141
Increase 4 " 1910	48 524

—ACADIA COAL CO.—

Shipments April 1910	18 762
" 1909	17 964
Increase " 1910	798
Shipments 4 mos. 1910	83 479
" 4 " 1909	75 831
Increase 4 " 1910	7 648

ROOFING THAT NEEDS NO PAINTING.

There are doubtless many readers of this paper who are users of ready roofing, who are not familiar with Amatite.

¶ This is a new type of roofing which came upon the market a few years ago and has found wide favor on account of its mineral surface which needs no painting. This mineral surface is embedded in pitch, which grips the stone firmly and makes a kind of pitch-concrete surface. This surface is abundantly able to withstand all sorts of weather year after year without any painting.

Its price is no higher than that of the old-fashioned painted kinds. In fact, in many cases it will be found to cost considerably less.

Next time you paint your roof remember that painted roofings are no longer the only kind you can buy.

In the meantime it is a good idea to look up Amatite. You can get full information and a free sample from The Carrite-Paterson Mfg. Co., Ltd. St. John N.B., & Halifax, N.S.

RE-AWAKENING OF NOVA SCOTIA.

A. J. Campbell in Montreal Star.—The flag of prosperity descended with the hoisting of the Canadian National ensign in Nova Scotia, Confederation, that splendid achievement in the making of Canada's destiny, wrought havoc with the Nova Scotian shipping trade by strangling the arteries of traffic with iron tariff bonds. The shipbuilding industry in Nova Scotia fed largely on foreign trade, and the sudden check placed on that trade killed the principal industry by a slow starvation. Isolated by her geographical position from the rest of Canada, cut off by artificial barriers from the outside world, the province was forced to rest content with a limited internal commerce. Yielding to the force of circumstances she rested from her labors, and so far as the outside world was concerned Nova Scotia slumbered.

It was a natural sleep, however, and not the coma that precedes death. The years of sleep were not wasted years. Slowly, but steadily, the province built up new tissue, strengthened its tendons and gathered fresh energy into its nerves for future endeavors. The public school system was developed and improved; increased facilities were provided for the encouragement of exact scholarship; and as a result Nova Scotia has given to the world perhaps more college professors and principals than any other province in Canada. The period of so called slumber ripened the country and

prepared it thoroughly for the present industrial advancement.

The exploitation of her rich coal measures by great moneyed interests finally aroused the province from her commercial lethargy. H. M. Whitney of Boston and his associates formed the Dominion Coal Company in 1893 took over vast areas of coal in the neighborhood of Glace Bay, Cape Breton, equipped splendid collieries with the most modern appliances for coal digging, and furnished fuel for Montreal furnaces. The energy exhibited by the Dominion Coal Company and the instantaneous success achieved, created a buoyant ozone throughout the commercial atmosphere. Other coal companies dug deeper and faster and shipped more swiftly. Coal measures in Cumberland, in Pictou, in Inverness and in Cape Breton counties were developed. Fully equipped collieries sprang up over the country. Submarine areas were exploited. Practically every known coal seam in the province was delved into by the modern magician who transmutes black diamonds into yellow gold.

The miners in Indiana and Ohio seem jockeying for a bigger increase than that agreed to at Cincinnati, Referring to this The Coal Trade Journal says:—

"It begins to look as if the U. W. M. was becoming impotent and no longer worthy of the confidence in wage conference. A few operators hint that the whole policy of the miners is a deliberate scheme to "put on over the operators," and that even in the alleged differences between President Lewis and his lieutenants there is a mutual understanding. But that is not the view generally taken, for the opinion is far more commonly expressed that Mr. Lewis is valiantly striving to put into effect the terms of the Cincinnati compromise, but that in that endeavor he has to meet in his own organization the most active opposition."

The shipments to the St. Lawrence this season, barring accidents, will beat all records.

COAL MINERS.

Lessons by Post.

Many Students in N. S.

Syllabus FREE.

The UNIVERSAL MINING SCHOOL,
(308), CARDIFF, Gt. Britain.

EDGE & SONS, LIMITED.

CABLES:—"EDGE" Shifnal
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Bedford McNeill's

SHIFNAL, (England),

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.

We welcome your inspection.

Mine Car Drawbars and Hitchings a SPECIALTY.



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ROOFING

Needs No Painting.

MOST ready roofings require special painting and coating, and unless this is done regularly, you are sure to have leaks and trouble right along.

If you use Amatite, nothing of the sort is required. You will have real roof protection without painting of any kind.

Amatite is made to stay waterproof and give protection year after year, without any thought or care on your part.

First—Because it is waterproofed with Coal Tar Pitch.



Second—Because it has a real Mineral Surface.

Amatite, owing to these features, is the most economical roofing made. Its first cost is low, and you are saved all future expense for repairs or paint because it will need neither.

If you hav'n't seen Amatite, write for a sample to-day. From it you will very quickly understand why it doesn't require painting; why it does not leak; and why it saves you money.

Address nearest office to-day.

The CARRITTE-PATTERSON MFG. CO.

St. John, N. B. Halifax, N. S.

PRIESTLEYS' Mohairs and Lustres

Have Excellent Wearing Qualities.

Will not Cockle with Rain. Best for

Spring and Summer Shirt Waist Suits.

All Ladies who wish to look well
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DOMINION BRIDGE CO., LTD., MONTREAL, P. Q.

BRIDGES

TURNABLES, ROOF TRUSSES
STEEL BUILDINGS
ELECTRIC & HAND POWER CRANES
Structural METAL WORK of all kinds

BEAMS, CHANNELS, ANGLES, PLATES, ETC., IN STOCK

EXPLOSIVES

OF EVERY
DESCRIPTION.

BEST QUALITY ONLY.

Dynamite,

Gelignite,

Gelatine Dynamite,

Blasting Gelatine.



CHEDDITE,

(Does not Freeze or Exude)

Blasting Gunpowder,

Compressed Pellets,

**PERMITTED
EXPLOSIVES**

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

Bobbinite, Curtisite, Excellite, Kolax, Rippite, &c., &c.

MANUFACTURED BY:

CURTIS'S & HARVEY, Ltd.

HEAD OFFICE: 3 Gracechurch St., London, E. C.

Supplies of all Explosives and
Accessories to be obtained from,
Agents for NOVA SCOTIA:

AUSTEN BROS. Halifax.

Contractors to Admiralty and War Office, also Colonial Governments.

ALLAN, WHYTE & C'O'Y

Clyde Patent Wire Rope Works,

"Cablegrams."
"Ropery" Rutherglen" **Rutherglen, Glasgow, Scotland.**

Codes, A B C (4th & 5th Eds)
A. I. Liebers and Private.

Wire Ropes

for
Winding & Haulage
in
Collieries and Mines.
Aerial Ropeways, Suspension Bridges, etc. Specially
flexible for Ore & Coal Discharging Cranes, Winches, etc.

The Nova Scotia Steel & Coal Co., Ltd., who use our Ropes largely, write that one of our
Haulage Ropes at Wabana Mines has been in service for over 5 years, drawing over 1,700,
000 tons in that time, and is still good for further considerable service.

Agents in Nova Scotia:—Wm. Stairs, Son and Morrow, Limited.

Agents in New Brunswick:—W. H. Thorne & Co., Ltd., Saint John.

—Different Sizes and Qualities kept in Stock—

ROPE FITTINGS

GREENING'S

ROPE GREASE

The safest and most reliable wire rope on the market is Greening's. The wire we use is imported directly from the world's best sources of supply and is subjected to a complete set of the severest tests.

We are always prepared to ship staple sizes from our large stock. At the same time our manufacturing facilities are so well organized and complete that we can arrange unusually prompt shipment of special ropes of all kinds.

The B. GREENING WIRE CO., Limited.

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WIRE ROPE

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CANADA FOR THE CANADIANS!

WIRE "DOMINION" ROPE

For Everybody.

PATRONIZE HOME INDUSTRY

The DOMINION WIRE ROPE CO., Ltd., Montreal

INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.
Inverness, Cape Breton.

Miners and Shippers of INVERNESS (BROAD COVE)

Screened, Run-of-Mine Slack.

—First Class both for Domestic and Steam Purposes.—

BUNKER COAL Shipping facilities of the most modern type at Port Hastings, C. B. for prompt loading of all classes and sizes of Steamers and sailing vessels.

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

INVERNESS RY. & COAL CO'Y

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

WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
53	51		54	52
P. M.	A. M.		P. M.	A. M.
3 23	10 20	P. TUPPER JUNCTION	3 25	10 20
3 15	10 34	INVERNESS JCT.	3 40	10 55
3 07	10 19	PORT HAWKESBURY	3 45	11 01
2 50	10 02	PORT HASTINGS	3 55	11 20
	9 57		4 03	
	9 47	TROY	4 15	
	9 34	CREGONISH	4 26	
	9 17	CRATMORE	4 40	
	8 58	JUDIQUE	4 55	
	8 45	CATHERINE'S POND	5 08	
	8 31	PORT HOOD	5 23	
	8 25		5 25	
	8 10	GLESCOPE	5 43	
	7 40	MARU	6 05	
	7 30	GLENDYRE	6 18	
	7 15	BLACK RIVER	6 35	
	7 02	STRATHORNE	6 50	
	6 45	INVERNESS	7 00	
	A. M.		P. M.	

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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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ENGINEERS.

NEW GLASGOW, NOVA SCOTIA.

Makers of Complete Equipments for COAL and GOLD Mines.

CALEDONIAN

WIRE ROPE CO., Ltd. Airdrie, Scotland.

CONTRACTOR to the British Admiralty, India Office, Colonial and Foreign Governments.

Cablegrams.

"Caledonian, Airdrie".

Codes: A, B, C, Code 5th., Ed., Leibers.
Western Union, and Private,

Agents for Nova Scotia :

The GENERAL CONTRACTORS SUPPLY CO.,

Halifax,

Nova Scotia.

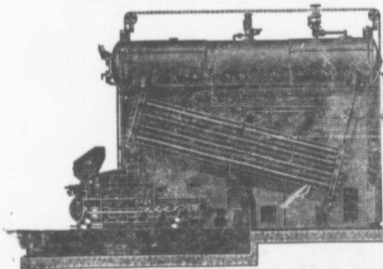
Testimonial from Carron Co., Carron, Stirlingshire, N. B.

"I duly received your favor, and in reply have to say that the large Haulage Rope supplied by you to No. 15 Pit Calder in January 1907, has just been taken off after two years and nine months' work, during which time the rope gave complete satisfaction, working on an incline of 1 in 7 against the load," (Signed) G. V. Pate
This Rope was 3,430 yards long, 3 1/4" cir., Galvanized Best Plough Steel.

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

Over 7,000,000 h. p. in use.



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

Also, **Steam Superheaters,**
Mechanical Stokers, Piping,
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Text Book, "STEAM," sent on request.

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"EVERYTHING IN AIR MACHINERY."**

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ALL LOSS OR DAMAGE TO PROPERTY
and Loss resulting from

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R. W. W. FRINK, St. John, N. B.

A. M. CROFTON, Sydney, C. B.

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

"REDSTONE" SHEET PACKING.

For highest pressures with Steam, Hot or Cold Water and Air.
The most durable and satisfactory Packing on the Market.

RUBBER BELTING For Transmitting, Conveying and Elevating

Unequalled for Durability and Power Transmitting Qualities.

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Miners and Shippers of

Celebrated ACADIA COAL.

Unexcelled for Steam, Domestic and General Purposes.

**DELIVERED BY RAIL OR WATER,
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Quotations Furnished Promptly on Application.

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—AND—

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High Grade

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Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Colliers:—CHIGNECTO and JOGGINS.

Power Plant, CHIGNECTO, N. S.

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Coal & Gold Mining Machinery a specialty

Endless Haulage Engines, Revolving Tipples, Picking Tables and Complete Screening Plants for the Cleaning and Picking of Coal. Rope Wheels, Pumps, Valves, Shafting, Belting Etc.

Complete equipments furnished for Coal or Gold Mines

Screening plants are now in operation at Sydney, Springhill, Broad Cove, Port Hood and Westville
ESTIMATES CHEERFULLY GIVEN. CORRESPONDENCE SOLICITED.

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COAL

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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FIRE CLAY

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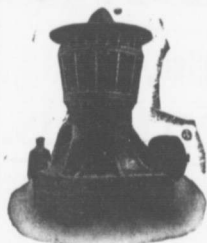
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Better than
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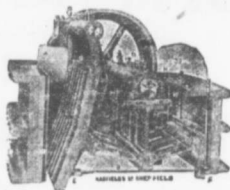


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The organ of the rapidly expanding Coal Trade of the Maritime Provinces.

It covers the entire field, and that adequately.

There is no better medium in the Dominion for "Supply" men, whether they be makers of Fans, Pumps, Engines, Boilers, Wire Ropes, or, in short, of any kind of Mining Machinery needed for the extraction and preparation of minerals, or if they be producers or agents for the numerous articles that enter into consumption at the collieries.

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Recent analysis of the coals in several of the seams in this Basin—which will be persistently developed—show them to be remarkably low in ash and sulphur.

All modern appliances for Screening and picking, so that this coal can be shipped more than "reasonably free from stone and shale."

Loading Piers at Port Morien C. B. Quick Dispatch.

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RAILWAY AND

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OPERATING THREE
THICK SEAMS
NOS 1, 2 AND 3

—Miners and Shippers of the Well Known—

FRESH MINED SPRINGHILL COAL

... ANALYSIS ...

	NO 1	NO 2	NO 3
Moisture.....	2.02%	1.41%	2.71%
Volatile combustible matter	18.94%	27.93%	28.41%
Fixed Carbon.....	76.29%	67.47%	64.69%
Ash.....	3.75%	3.19%	4.19%
	100.00	100.00	100.00
Sulphur.....	1.15%	58%	.79%

BEST COAL FOR

LOCOMOTIVE USE.

Delivered By Rail or Water

BEST COAL FOR
GENERAL STEAM PURPOSES.

The year Round

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DOMESTIC CONSUMPTION.

IN Lots To Suit Purchasers.

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