

E. R. Paribault,
Geological Survey

MARITIME MINING RECORD.

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10 40	POINT TUPPER	3 48
10 35	INVERNESS JUCT.	3 45
10 29	PORT HAWKESBURY	3 50
10 15		
10 07	PORT HASTINGS	40 3
9 57		4 08
9 44	TROY	4 20
9 37	CREIGNISH	4 23
9 35	BRAGMORE	4 46
9 28	JUDIQUE	5 08
	MARYVILLE	5 12
9 40		5 22
	PORT HOOD	5 32
8 23		5 45
7 50	GLENCOE	6 11
7 49	MAROU	6 22
7 25	GLEN DYKE	6 43
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MARITIME MINING RECORD

Vol. 21

Stellarton, N. S., February 12th., 1919

No. 15

BRITISH OIL SHALES.

Everything relating to shales should be counted of importance to Nova Scotia hence the following from the Glasgow Herald:—

The nature and magnitude of the oil fuel problem during the past four and a half years of war may be gauged in some measure by our imports of petroleum. These amounted in 1913 to 488.10 and in 1914 to 646.71 millions of gallons, while for 1915 and 1916 the corresponding figures were 588.47 and 451.56. In 1913 America sent us 62.2 per cent. of the total imports, Roumania 11.7 per cent., Russia 7.85 per cent., the Dutch East Indies 6.2 per cent., Mexico 4.3 per cent., British India 3.4 per cent., Netherlands 1.5 per cent., Germany 0.97 per cent., Straits Settlements 0.89 per cent., Persia, the British West Indies, and other countries 0.83 per cent.

Oil shales of workable thickness and extent are confined in Britain to the carboniferous and Jurassic formations, and in both of these they are restricted within comparatively narrow geological limits. Practically the only sources from which supplies are at present obtained are the shales which occur low down in the carboniferous rocks of Scotland. The localised nature of the shale industry may be illustrated by the production statistics for 1913, 1915, and 1917. For these years the output in Scotland amounted to 3.27, 2.92, and 3.11 million tons respectively, while the corresponding figures for England were 240, 5976 and 1129 tons. Exploitation began at Broxburn in 1862, and now, after a hazardous voyage across stormy and enemy-infested seas, the Scottish shale industry has reached comparatively tranquil waters. Even in Scotland, however, the oil shale series, with its marked lithological and faunal associations, has a very limited distribution. The limits of the main shale field, extending from the Forth between Dalmeny and Blackness southwards to Tarbrax, is very accurately known. The total available reserves here are very considerable, sufficient, it may be roughly estimated, to maintain the present output for at least 100 years. In addition there are minor fields in the Burntisland, Inverkeithing, and Straiton districts, and possible extensions of some of the seams into Fife and to the west and south-west of Tarbrax. Destructive distillation, in return, furnishes (1) crude oil, from which motor spirit, lamp and fuel oils, paraffin, and other commercial products are

obtained; (2) ammoniacal liquor, converted into the all-important sulphate of ammonia; (3) permanent gases, used as fuel; and (4) spent shale. The average yield per ton is taken as 22 gallons of oil and 45lb. of sulphate, but these figures vary very considerably for different seams and for different parts of the same seam. A low yield in oil associated with a high yield of sulphate is characteristic of the lower, and therefore more valuable shales. In addition to the oil shales of the Lothians shales occur at higher horizons in the carboniferous rocks, and have been wrought both in England and Scotland to some little extent, but mainly where associated with coals or ironstones. They are in general too thin for intensive development except under special circumstances.

The other important repository of oil shale in this country is the Kimmeridge clay, one of the upper divisions of the Jurassic Formation. The Kimmeridge clay outcrops at intervals along an irregular line, stretching from Dorsetshire across the heart of England to Yorkshire. In its upper part it contains bands of bituminous shale of animal origin, which locally attain a workable thickness. In addition to this unequal development a second important factor restricts the potential Kimmeridgian shale fields, because the upper division of the group has been denuded away over certain areas prior to the discordant deposition of later rocks. Nevertheless shales of workable thickness occur in Dorset and in West Norfolk, and have recently been specially investigated. The main seam at Kimmeridge itself averages some 30 inches, and yields 37.6 gallons of oil and 23.6lb. of sulphate of ammonia per ton. A working thickness of 4 feet would include inferior material and reduce the yield to 28.5 gallons and 23.5 lb. At Carlton and Portisham, again, what is probably the same shale yielded in recent tests 25.5 to 29.9 gallons of oil and 14.6lb. to 28.5lb. of sulphate, although a yield of as much as 40 gallons is also claimed for a 4-foot working of shale in the same field. In West Norfolk two shales, 6 and 7 feet thick respectively, have been found in the Kimmeridgian, yielding, it is stated, as much as 40 gallons of oil and 66lb. of sulphate per ton. So far no practical use has been found for the Kimmeridgian shales on account of their high sulphur content. The sulphur present in the distilled oil is as high as 6 or 7 per cent., and unfortunately it exists in a very stable form. No process, or at least none applicable commercially on a large scale has as yet succeeded in extracting the sulphur from the oil without decomposing the hydrocarbons. The solution of the problem is, however, only a matter of time, and already notable advances in that direction have been made.

MARITIME MINING RECORD.

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

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R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

February 12, 1919

SUBMARINE AREAS.

Commenting on the Mining Record's remarks on Submarine Areas in last issue, the Glace Bay Gazette, among other things, says:—

"Would it not have been, and would it not now be, in the interests of the province to allow the commissioner of mines discretion to refuse a lease of unoccupied territory to another person or company in such a position that such lease would be likely in comparatively few years to block or hinder the operations of a company already operating?"

The answer of the Record is that, in its opinion, it would not have been and would not be now. Let it be supposed the suggestion that the commissioner of Mines had the power to refuse a lease when the granting of it might be likely, in a few years, to block the operations of a company already operating, then, when in 1893, or near that year, the Dominion Coal Company had applied for the areas it now holds, in front of the old G.M.A. leases, it would have been refused; the Nova Scotia Coal Co. would have been refused, both at Sydney Mines, Glace Bay and New Waterford, the taking up of areas in front of the Dominion Coal Co. and the same refusal would have been made at intervals in Inverness County. What would these refusals have meant to the treasury of the province? From 1857 to 1900—if not till 1910—a period of 43 years, no submarine areas, in front of those of working companies were taken up. About 1893, as stated, leases were applied for and granted in front of two working companies, and in front of a company in embryo. Suppose then that the government had acted on the suggestion, now put forward, there would have been a financial loss to the province of some \$75,000, computing 100 square miles—now leased—as unleased for 25 years. If the Commissioner had had the power to refuse leases on land as well as under the sea, then there never might have been the development that is now conspicuous and the total loss, in rentals would have been well over the hundred thousand dollar mark. If the Commissioner had all along the power to act, as suggested, then never a lease beyond a mile from the shore, would have been applied for, the simple reason being that those holding areas a mile from shore or even less were safe from further seaward marauders. Just what should be

done is not a matter to be settled off hand. The Commissioner might be given power to require one company to transfer a certain part of its leased territory to another, but only when it was shown that it was in the best interests of the province, that such transfer was a necessity and that recompense would be made to these compelled to make transfer.

ORDER OUT OF CHAOS?

There is a Bolshevik propaganda in Canada. A circular is being distributed all over the west of which the following is part:—

"The uprising of the soldiers and workers against their oppressors will make it necessary for a new kind of administration to conduct the business of the working republic to come into being. We have seen the workers in Russia and Germany manage this by the formation of soldiers' and workers' councils. Only members of the working class can stand for election, and the electorate has the right of recall at any time; besides that a general election is held every three months. This is a truly democratic form of representation; nothing can be done unknown to the workers. These councils will take over all power from the existing governing bodies whose great function is the suppression of the working class."

Capitalists' officials will be given a chance to cooperate with the workers, and if they refuse will be imprisoned; all persons who oppose the rule of the councils will be imprisoned until everything is settled. The men who so gladly imprisoned the workers will taste their own medicine.

The business of the soldiers' and workers' councils is, to suppress the capitalists and their followers; secondly, to transfer all private property in the means of wealth production into the property of the working class, to be used for the benefit of the working class alone. This cannot be done all at once, and the first steps in this direction will be to hand over the factories to the workers, who will elect committees to direct production; in this work the technical experts will be made to help. The farms will be taken over by the agricultural laborers and poor farmers (who will be glad to get rid of the slavery to financial capital through mortgages). Committees will be appointed by the councils to coordinate the efforts of these local committees, and in that way the industrial life of the community will be placed upon a firm foundation, with the result that in a short time the capitalist will be completely shorn of his power to rob and exploit the workers.

This is how the workers of Europe are moving and succeeding in their task of ridding the world of the system of society which means only misery for the workers. But the first essential is revolutionary action by the working class, nothing short of the complete overthrow of the capitalists and their institutions can prepare the ground for the

building of the workers' republic, where the workers shall control their own destiny."

After reading the foregoing, read the following and say whether all that is offered cannot for a moment be compared with what Bolshevism would take away. One paper says of a N. S. Bolshevik that he is a "wild man," another says he is a "weaking," we also say weaking!

According to advices from Petrograd, the Government of the Northern Commune, under the Presidency of Comrade Zinovieff, has worked out and elaborated a decree, shortly to be put in force, for the nationalisation of women within Zinovieff's territory, including Petrograd. By this law every woman between 18 and 45 is obliged to accept the husband assigned her, and the children will be no longer under family control but will be brought up by the Soviets.—Reuter.

Commenting on the outlook Seward's Coal Trade Journal says:—

The bright spot of the situation is the fact that organized labor will probably see, ere long, that the day for advances has passed by and that they will be lucky to retain, over any considerable length of time, the extremely high basis of compensation that has been secured. Such momentum had been attained by our industries in general during the war period that a great many establishments ran along to the end of the year without any very marked slowing down. Then with the usual mental or actual taking of stock at the outset of a new year, the full effects of cancellations began to be felt and all recognize that during the present month there has been a decided recession and many thousands of men have been thrown out of employment, to say nothing of the releasing of thousands of women whose employment was known to be but temporary.

MEN'S RESPONSIBILITY.

Discussing shorter hours lately obtained by several trades in Britain, the Glasgow Herald says in part:—

The attainment of a one-break day is something on which workmen may be congratulated, but it is doubtful if breakfast before the start of the day's work will be a welcome institution in the great majority of households. There is something which conduces to harmony in the worker going out before the household generally is stirring and coming back for his first meal after everyone is up and about. In this matter, however, those responsible for the housekeeping have not been consulted—they had not the franchise—and the decision has been reached by a big pooled majority of the men all over the United Kingdom, without any reference to household arrangements. As to the additional costs represented by the "lost" hours, this is a matter which the employers will have to face as best they can. Probably it will not be all loss, as the abolition of the break in the day will effect a considerable saving in workshop expenditure, and if it results also in more regular timekeeping during

ordinary working hours the loss may quite well be cut down to somewhat small proportions. What- ever it is, however, it will require to be allocated as additional costs in the making up of contracts, and to this extent it will have a bearing on trade as soon as war-time conditions pass and competition—national and international—once again rules.

More Important Questions.

It should be explained now, as it has been explained many times in the course of disputes—especially shipyard disputes—that employers have never regarded the reduction of working hours as in itself a question on which they should fight strenuously against the trade unions. They did not oppose the movement in principle, but as a matter of expediency. Even so far back as 1897, if they could have been absolutely guaranteed first-rate time-keeping combined with an eight hours day and also the removal of the many restrictions which were handicapping work in the shops and delaying production, they would have been quite prepared to discuss the question of a shorter working week. Their difficulty was that such concessions did not always work out to the advantage of industry. They had the same complaint to make regarding advances of wages. They made elaborate calculations and even diagrams, and these they used to show how production actually decreased as wages increased. In one of their calculations it was shown that a 5 per cent. increase in wages represented a 15 per cent. decrease in production. This the unions could not controvert, because the facts and figures were against them. All they could do was to promise to use their best endeavours with their members to get them to keep better hours in future.

Men's Responsibility.

It comes to this now, when the eight hours day and more has been granted without a strike or a dispute of any kind, that the whole responsibility for making it a success—from the points of view of the nation, the industries concerned, and the men themselves—lies with the workers. They can make or mar the whole scheme, and either justify the confidence of those who believe in them or the doubts of those who have all along contended that they are out for what they can get totally without regard to the prosperity of the industries on which they all depend. If they work regularly it is quite possible that a shorter week may mean equal if not increased production, but certainly if many of them carry into the new conditions the ways which they followed under the old production will be decreased and costs will be increased. Good timekeeping and a reasonable amount of liberty for employers to utilise men in ways that may be most economical and most productive of good results will go far to counterbalance the loss of money represented by the reduction of hours. This will go far also to ensure for labour a considerate hearing on many other questions than that of hours. It will open up a new world to labour, a world in which labour will be treated as a factor which can be depended upon; as a human element which is doing its full part in

Continued on page 9.

NOW READY

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CHAPTER I. What is a Mineral?
CHAPTER II. Origin and Importance of Coal.
CHAPTER III. Added Importance of Coal.
CHAPTER IV. Nova Scotia Coal Fields.
CHAPTER V. Quality of Nova Scotia Coal.
CHAPTER VI. Coal Trade Expansion.
CHAPTER VII. Iron Ore. CHAPT. VIII. Gypsum.
CHAP. IX. Diatom Earth. CHAP. X. Molybdenum.
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Schools—Coal Companies of Nova Scotia—New
Seams, Stellarton—Nova Scotia Coal Sales, 1811-
1917—Staff of Mines Department and Some Pro-
duction Comparisons.

STILL MORE NOTICES OF THE BOOK

Favorable, indeed flattering notices are being received of the book issued by the editor of the Mining Record. That youthful modesty which is, as many know, a characteristic of the author, forbids a rehearsal of many of the nice things said. At the same time, that arrogance, also characteristic of youth, impels him not to hide them all in a napkin. Here is a little coincidence. With the same mail came two notices and both from Melnes's, one a former District Superintendent of the Dominion Coal Coy., and now a wholesale coal merchant in Montreal, the other from a highly respected citizen of Port Morien:

"While in Cape Breton two weeks ago I got a copy of your new book. It is very interesting—brings back the old days. The coming generations will find it an accurate story of the periods just passed, when Nova Scotia came into her own as a coal producer and as a pillar in our industrial development"—Mr. A. Melnes.

And this from Daniel McInnes: "I congratulate you on your authorship—the right man in the right place. No other man could write such a history without the knowledge you possess.

And these:

R. McDougald, Westville: ". . . All that comes from your pen is always to the point, and within the limits of human knowledge, accurate. I am very glad that you undertook to conserve the acquisitions of a life time of special study and observation in a book. It will no doubt prove helpful to many a Canadian mining student.

John Moffatt, Dominion, C. B.: I have read your book and am convinced that to the great work accomplished by you in the sphere of labor, in the past, you have added another service which will endure for many years, and be often quoted from. The Province of Nova Scotia is indebted to you in many ways, and this well written book adds to that obligation.

This from another C. B. correspondent:—"The book made a hit. It has proved itself a success. I have heard not a few complimentary remarks, both regarding the book and the author. I hope the 2nd and the 3rd editions will be called for before long.

Thomas Cantlay, Chairman of the "Sectia" Board, writes: "I wish to congratulate you on your book. It is certainly creditable, well printed, good clear type, in short, the binding, the size of the volume, and general make-up leave nothing to be desired. Altogether it is a most creditable production, and I have no hesitation in saying that it will be looked on as an authoritative history of the Iron and Coal industry in this Province, the value of which as the years go by will be continually enhanced, and in it you are leaving that which will keep your name alive so long as Nova Scotia is interested in civilization's great basic industry."

Mark Workman, President of the Dominion Steel Corporation writes: "I have not had an opportunity of carefully perusing the book but I feel constrained to say after a preliminary examination that the work appears to be comprehensive in its scope and excellently arranged and the subject, ordinarily technical, is treated in an interesting and readable manner."

R. P. Fraser, Pictou.—"Please send me two more of your books 'Minerals and Mining, Nova Scotia', which I want for sending to some mining friends. I think your book a very interesting history of the mines and minerals of Nova Scotia. Your account of the development and expansion of our basic minerals of 'Coal and Iron' since the Foord Pit disaster is good and very correct. The farmer may claim he feeds us but where would agriculture be were it not for the implements supplied from the basic minerals."

J. Macgillivray, Receiver and Manager, Inverness Railway & Coal Co.: "I have been reading your book 'Minerals and Mining, Nova Scotia', and find it highly interesting and instructive, containing, as it does, much useful information in very readable form."

Henry McArel, Glace Bay.—"Minerals and Mining duly received. I am much pleased with this interesting book"

A. S. McNeil, District Superintendent, Glace Bay: "I have received a copy of your book. It is very interesting, instructive, and to the point. I congratulate you on the completion of this valuable work and trust it will meet with the appreciation which it deserves."

The inimitable O'Dell, Glace Bay.—"I have waited until I had quite finished reading your book before seeking a niche in your gallery of immortals."

I can only say that on closing the volume last night I could almost imagine I had written it myself. Higher praise than this I cannot offer. Hoping that this may not be your last word on Nova Scotia's chief industries.

Hon. E. H. Armstrong, Commissioner of Mines: "I have no hesitancy in saying that so far as I was able to glance over your book, it was very readable and I enjoyed it very much. Whilst I appreciate it would have entailed a very great deal of extra labor, I regret that an index does not accompany the book. I always miss an index. I think it would have added a great deal to the value of your very interesting book. The pains and care which you have taken to gather so much reading

matter, particularly of local interest, is most praiseworthy. My wonder is that you have had the time to have collected it as well as you have done. However, I have no doubt it will supply a place in our mining literature that will redound to the credit of its author."

'ONE' FOR "MINERALS AND MINING."

The following has been received from one who was instrumental in the expenditure of a large amount of American capital in the Province some years ago, and shows the necessity of acquainting 'outsiders' with the mineral resources of our Province:

BROADWAY, NEW YORK, Jan. 22, 1919.

A day or two since I had the pleasure of receiving from Mr Robert Fraser a copy of your book, "Minerals and Mining, Nova Scotia". I wish to thank you for having written the book and extend to you my most hearty congratulations upon it. It has already brought about an inquiry among some associates of mine who are interested in the oil business.

For a number of years I have been waiting until the time was opportune to take up the question of the establishment of the oil shale industry of Nova Scotia and I am now going to ask you for such assistance as you may be able to give me in this direction.

The information that we primarily would like to have is data relating to the Scotch plants that have established the best records in distillation and recovery of by-products through shales. We very much desire to get into communication with the engineers who have built these plants with the idea that if we can obtain their services based on the result of plants already designed and erected by them that would give us actual figures of costs and operation, we would feel justified in erecting such a plant in the Provinces.

My personal impression has been that these plants in Scotland have proved not only successful in operation but very remunerative to the capital invested and if we can obtain the actual assurance of the successful operation of such plants the capital is available here for the undertaking.

Trusting that you will be able to assist me in this direction,

(Continued from page 7.)

the evolution of society to a higher strata of living, and capital will be compelled by force of circumstances to grant it the most favourable consideration possible for all its demands. Otherwise capital will have placed in its hands an argument which nothing can refute—the argument that labour has failed to rise to the occasion and has proved unworthy of the trust which has been placed in it. Labour never had a better opportunity of proving its own value and the truth of its own contentions and at the same time of making good its own claim to whatever other concessions capital or a paternal Government may be induced to discuss.

- Rubs by Rambler. -

If you want to get an estimate of what fame is read this:

The Norwegian daily paper "Tidens Tegn" recently offered a substantial money prize for the best versified epigram on the war. About 1,800 poets competed. The epigram which was judged the best may be rendered thus:—

Right did triumph,
So men will see
Right as touchstone
In times to be.

The Successful poet, Irma Hansen, created a sensation when she came to the offices of "Tidens Tegn" to get her prize, for she turned out to be a schoolgirl only 11 years old.

Commenting on Mr. D. H. McDougall's manifesto in reference to the future of the "Scotia" plants the Evening News, among other things says:—

"Whilst the war was on, whilst the production of munitions was being driven to the limit of the Company's capacity, labor held the the whip hand and there was considerable friction. Labor was in a position to dictate to capital and was not backward in doing so. . . . Now, that the war is over conditions are reversed and the company is in a position to deal drastically with its employees. But we sincerely hope it will not do so. . . . The big corporations have passed through an era of unprecedented prosperity."

Is it not being told continually that labor is the slave of capital, that the laborers are in bondage and shamefully treated, tyrannised over by capital. For very many years, in Nova Scotia, the opposite has been the case. For six years, at least, the bosses were the under, and the workers the top dogs. The News cannot believe that the capitalist is a tyrant, and from this out one need not expect to see or hear of it class capitalists as tyrants else it would not now be appealing to the soft spots in their hearts. I'm sick and tired of hearing the everlasting prating of some labor leaders over a living wage. Why, most of the workers the past two or three years have been making a luxurious wage. Locomotive drivers, firemen, brakemen, miners, munition workers, etc. etc., etc., have been making princely wages, a wage I make bold to say, far greater than that made by the editors of country papers and yet these latter don't tire one peeving about their wages being far from what might be termed "living." "The high cost of living," well, living has been high, but not so high as to debar many from spending more than ever they did on the frivolities of life. However, let that pass, what I wish to call attention to is the last sentence in the extract, that which asserts that the big corporations had passed through an era of unprecedented prosperity. This statement should have been qualified. The word "some" should have preceded the word "corporations," for the News ought to know that a big corporation in its vicinity had not an era of unprecedented prosperity, but the re-

verse. The steel works and the car works may be related but to all intents and purposes the two are distinct and apart. This is regretted today by those who put their money in the car works, not to "make" money, but to forward the interests of the country and of course with the expectation of drawing interest on their money. For two years the shareholders of the car works have received no dividend. Is it natural that they should be enthusiastic over the maintenance of high wages, so long as they are losing money from having invested in the concern. The shareholders, I am sure, desire every car worker to have a "living", while not willing he should have a luxurious wage, the while he himself is not earning a penny out of operations. I could name a half dozen big corporations that have not paid dividends during the past two or three years, solely because material and wages consumed any and all profits.

Many were inclined to place Lord Leverholme among the faddists when he spoke of a six hour, or even shorter working day. He has modified his views. He had sown to the wind and, as he might have expected, he has raised a whirlwind, or in other words he set a fast pace, and others have set a faster. A six hour day was an extreme socialistic idea. He now sees he went too far and too fast, so to an interviewer of the London Chronicle he expressed himself more sanely and wisely. He is not a socialist as will be gathered from the following:—

"I wish our politicians had more nerve. They seem to be afraid of the extremists. When Socialism comes along they either denounce it as impious or flirt with it in a timid sort of academic fashion. Why don't they examine it? Why don't they argue with it? Why don't they expose it? The working-man isn't a fool; he can understand an argument; he knows as well as anybody on which side his bread is buttered. Let our politicians examine Socialism as a serious economic theory. Let them honor it by argument. If they do this, I'm certain as I am of anything that British democracy will reject Socialism. It's only because they try to hush it up that Socialism creeps along in dark places and turns the brains of thoughtless people. Let's talk to it face to face. Take the term "Profiteer." Its original meaning was one who makes a dishonest profit; that is to say, a man who accepts a contract, delivers an inferior article, and so makes a profit out of a swindle. But the term is used now for anyone who makes money! I take a contract. I deliver the article for which I contracted. But I organize my business so well; I improve the workers' conditions; I get in better machinery; I pay a bonus to encourage production; and, as a consequence, I make a profit. Am I to be denounced? Why, I'm a benefactor to my country! But the man who denounces me calls himself a patriot. What has he done for his country? Has he increased its wealth? But I'm a capitalist and therefore an enemy. That's his logic. Very well. Let this country try to do without private capital and then apply for clothing, food—nay, for a crust of black bread—to the critic of private capital!

"Let us be rid of this cant about "private ownership of capital." Every young man should be en-

couraged to make money. I want wages raised; I want hours of labor shortened; I want a stiff income tax; and I don't mind what the government does in the matter of justly graduated death duties. But the road must be clear for individual enterprise. The government must allow me to be a tenant for life of the weath I earn by hard thinking and brave risks. If it says to me that its purpose is to destroy private capital, I pack my bag and go to a saner country. But if it says to me, as it is the bounden duty of any sane government to say at this moment that capital is safe in England, and is to be treated with the same justice and honor as labor, then I take my coat off and get to work on the reduction of the war debt."

"Prosperity is certain if we have security for the man of enterprise, and honest labor on the part of the man at the machine. I see nothing ahead of us now but the most magnificent prosperity. We shall have a far healthier population, working without undue physical strain, earning high wages, living in better houses, enjoying more rational pleasures, and taking a fuller part in the development of the Empire. But if private capital is threatened, if the man of courage and enterprise is treated as a pariah, this great country will become like Turkey, which was ruined by the pasha who farmed out the taxes so that the tax-gatherers went only to the men who had money and took it away from him."

* * * *

Says C. F. Fraser, Supt. of School for the blind; Clergymen, physicians, teachers, and in fact all public-spirited men and women, can help forward the work for the blind by sending to the undersigned the names, ages, and addresses of parents of any blind child or children that they may know about, including all such children as have not sufficient sight to attend the public schools.

The School for the Blind at Halifax is a free school for the blind youth of the Maritime Provinces and Newfoundland. It is my heartfelt desire that no blind child shall grow up without receiving a suitable training. I trust that whoever reads this communication will give the matter earnest thought and will send me the information which is so difficult to secure viz: the names and ages and addresses of totally or practically blind children.

THE FUTURE OF TRADE UNIONISM.

The following are extracts from an article contributed to the Glasgow Herald by Hon. J. H. Thomas, M. P. (Laborite):—

Since 1910 trade unions have increased in membership by 125 per cent.—progress which may truly be described as phenomenal. What is equally significant is the growth of organisation amongst the women, who now represent probably not less than 18 per cent. of the total membership of trade unions. Thus one can see at a glance how different is the situation today from the period before the war, and how futile it would be to attempt to revert to the old order.

One of the first results of the increased strength of trade union organisation has been the practically universal recognition secured by trade unions from the employers and the Government. Recognition

may generally be taken as an unmistakable sign of power on the part of labour organisation, and it invariably marks a stage in the relations between employers and employed when disputes become more rare and the just demands of the workers are conceded without resort to strikes. It stands to the credit of both sides that during the past three or four years the trade unions have been able to submit and negotiate freely the demands of their members, while in cases where agreement could not be reached there has been no hesitation in submitting the issue to Government arbitration.

The experience of railway men has probably been unique. At the outbreak of the war the Government took over the railways, and, consequently, since then the railway trade unions have negotiated their agreements direct with the Board of Trade or with representatives acting for the Board of Trade. It is significant that practically every national settlement has been secured by agreement without recourse to arbitration or to a strike. The railwaymen's latest settlement—the eight-hour day for the entire wages staff—marks the greatest achievement in the history of collective bargaining.

I believe that we shall never reach a stage when there will not be higher things at which to aim, and that it is inevitable that the next move on the part of labour will involve encroachment in the sphere of management and control. Man has all through the ages been struggling, consciously or unconsciously, for freedom and liberty. The day when the industrial master could command the complete subjection of his servants is past. Men and women today will not allow employers to interfere with their lives outside the workshop, and inside the workshop they are formulating their demands to shape their own conditions of employment. It is natural, therefore, that the idea should now be crystallising in the minds of the workers that they have a right to share in management and control.

In July, 1917, the Whitley Report was issued. It recommended the setting up, by voluntary co-operation, in well-organised trades of Joint Standing Industrial Councils, representative of employers and employed through their respective organisations. These councils are to act as industrial parliaments, and to deal with conditions of employment, methods of fixing, paying, and readjusting wages; methods of negotiation, security of earnings and employment, technical education, research and invention, legislation affecting the industry, and means for securing to the workpeople a greater share in the control of industry.

The War Cabinet adopted the principle of the Whitley Report, and have charged the Minister of Labour with the duty of inducing employers' federations and trade unions to put it into practice. So far very little has been done in the trades which are the best organised, but councils after this model have been set up in quite a number of the smaller industries. Miners, railwaymen, and engineers have so far preferred their own methods of negotiation, but now that the war is over, when the members will not be employed for so many hours per day and when the trade unions will be able to secure the return of some of their staff from the

Continued on page 14.

AROUND THE COLLIERIES

Dom. No. 11 is averaging 500 tons daily, which for a mine with a low seam is a fair output.

Wm. R. Macdonald, Manager of Dom. No. 6, has been in hospital several weeks. He is now on the road to recovery.

A battery of Babcock and Wilcox boilers is to be installed at Dom. No. 11, to furnish power for the new turbines and for other service at the mine.

A new pole line has been made at Dom. No. 21 and 22 for the purpose of connecting up with the electric pumps to be installed to meet the heavy flow of water usual in springtime.

Dom. No. 16 has four pairs of levels, and the same number of headings in course of development. The deeps are also being driven, and preparations made for a larger output when the labor supply increases.

January saw the daily outputs of the Dominion collieries go over 12,000 tons more than once. This is a hopeful sign and is indicative of better things when the soldiers all get back and begin to work in the mine where they left off.

A fall of a comparatively small piece of coal may result in a fatal accident, while the cave in of a whole place may have no serious results. This latter happened last week at the Albion mine, Stellarton, when two men were buried for three hours before being rescued.

An electric turbine is to be installed in Dom. No. 11, to help relieve the load carried by the central plant at Dom. No. 1. The Birch Grove collieries will be partly operated from No. 11.

The new shaft at Dom. No. 2, which was idle for some months during fall and early winter, is being double shifted. Recently it was bricked down to 100 feet. The surface part of the shaft is all boarded in and well covered.

The Record is pleased to learn that Mr. J. C. Waters is still showing fruits meet for repentance. The latest proof is his settlement of the strike of the St. John "Larrigan Workers". If he continues as he has done of late, arbitration boards will be unnecessary.

Mr. Chas. Fergie spent, lately, a few days around the collieries of the Dominion Coal Co. There is much new work being done and to be done, in order to obtain larger outputs; such as haulage extensions and auxiliaries, power plants to be enlarged and many other things promoted, which had to wait until the war had ended. An expert report on these will greatly lighten the load which would have to be carried by the active management—if not fully understood by the directors of the company.

The Hon. E. H. Armstrong, Commissioner of Mines, was in Stellarton and New Glasgow last week in connection with important business of his department.

Barring accidents the Acadia output for the year will likely exceed 600,000 tons. This means that the selling agent will be put to his metal to find accessible and paying markets.

The reports are that there is still some absenteeism at the collieries though the epidemic has somewhat abated. He is a wise man who does not bank too freely on the future. Work while—

A new safety lamp, the Edison Electric, is gradually being introduced into the collieries of the Acadia Coal Co. This style of lamp has the endorsement of the United States Bureau of Mines.

The January output of the Acadia is the best since 1914. There has been recently a marked influx of labor but not all of the kind most desired. There is still room for a number of miners with experience, though no great demand for unskilled mine workers.

The following are the best day's output and the average for January of the several collieries of the Acadia Coal Co.: Albion, 712, avg. 597; McGregor, 467, avg. 416; Allan 460, avg. 409; Acadia No. 1, 175, avg. 146 and Vale 309, avg. 246.

The Dominion Coal Company and the A. M. W. of Nova Scotia narrowly escaped losing each two of their prominent officials. The four were on a trip to Birch Grove in an effort to harmonize a discord. At a crossing their automobile collided with a company's locomotive. The only one really hurt was Rob. Baxter. After the shock and after J. D. and Alexander had rubbed themselves over and found no bones broken, the latter in accents of thankfulness said, looking at J. D.: "What a mercy the third A. M. W. official was'n't with us, had he been, where might we be now?" The reply of J. D. is not recorded.

The New Glasgow and Trenton people rejoiced at the announcement that the Eastern Car Co. had received, from the government, an order for 500 flat and 550 general service coal cars, both to be made of steel. It is quite right to be thankful for small mercies for the order is not one that will take long to complete, once operations on the contract begin. An order for 5,000 cars would guarantee steady work for the Car Company for the balance of the year. It is to be hoped that this order will be followed by other and larger ones so that the poor preferred shareholders may look forward to receiving a dividend before the Bolsheviks take hold.

Around the Collieries.

"Minerals and Mining" can be had at the Record Office. \$1.25 post paid.

On a day in the middle of January the several collieries of the Acadia Coal Co. fell short of the 2000 tons mark by only 18 tons. The latter days of the month the output would have gone over the 2,000 tons but for an unfortunate fall—or two—which cut off a few pillar workings.

Mining Engineer Notebaert of the Acadia Coal Co., by the end of January promised to have an output of two thousand tons daily. Practically that quantity was reached the latter days of the month and if the output keeps expanding in February at the January ratio of increase, then the 2,000 tons will have been easily and largely passed.

According to reports some four lads who did not relish being docked an hour for time they did not work were the means of throwing the Florence Colliery at Sydney Mines idle for three days. The boys argue thus: "If the men stop work when they just take it in their head, why should 'nt we?" Parental authority is at a discount, and in more places than Sydney mines.

The plant erected by Dominion Steel Co. for the recovery of light oils from Coke Oven gases, the most important of which were used for the manufacture of high explosives, will find peaceful occupation in the production of oils suitable for motor fuel which will add both to the volume and the power of the gasoline previously used for this purpose and to a certain extent will take the place of material that otherwise must be imported.

The Dominion Coal Co. is doing a nice bunkering business these days. A small fleet of steamers and a couple of barges have as much as they can do to carry the required quantity of coal from Louisburg to Halifax. Additions are being made gradually to the working force at the several mines. As the former workers are not coming from overseas in big batches, the probability is that there is, and will be, sufficient development work done to enable the company to find places under ground for all applicants.

Boring operations have been going on at the Drummond Colliery for a little time back. When the hole was started—from No. 2 Mine—the intention was to go down a thousand feet. This, it is now suspected, will not be possible, as the bore hole before reaching a depth of 400 feet, went through a soft shale or clay which clogs up the bore and retards progress. Again, at 400 feet an extremely hard sand stone was encountered. This, too, so interferes with progress that further boring may have to be discontinued. The Record regrets that better luck did not attend the operation. The only thing possible to say is, try, try again in some other place.

Though a strong hint has been given in the manifesto issued by President D. H. McDougall, that there would be a temporary closing down of parts of the Scotia plant, the announcement that parts of the works would be closed down on a certain date, caused much comment and questioning. There should be no great hardship experienced from a week or two's idle time, as for the past two or more years good, not to say high, wages were made by very many of the workers. Those who had a care for the morrow will be glad that they had. It is to be hoped that the shut down will be of short duration.

Mr. J. J. McDougall, formerly mine manager at Wabana is now on the staff of the Acadia Coal Co. His title meantime is simply "Mining Engineer," somewhat vague, it must be admitted, but it is nice to keep the folks guessing. The quid nunes are saying that Mr. McDougall's mission is similar to that of the two Sittinities, commissioned by Joshua for especial work. If the deal is still on, the Record would be foolish to say, "not so." Mr. McDougall in twelve months can add largely to his knowledge of coal mines and coal mining.

From the report of the Stellarton Chief of Police we gather than there were two cases tried in court of breaches of the C.M.R. Act. We do not remember having seen these reported in the press. If they were not they should have been. In cases like these there should be open publicity. The object of punishment is not solely to penalize the offender but that it be exemplary, that is that others may take notice and beware. One of the breaches consisted of a worker throwing his safety lamp at another, the second was when the worker having, contrary to law, his lamp within the swing of the pick, put a hole through the ganze. In the first case one would say the act was deliberate and deserved severer punishment than the other, which might be traceable through forgetfulness or unusual aberration.

The output for 1919 will depend, in the Record's opinion, more on transportation facilities than on a scarcity of labor. The government, which at the beginning of the war got splendid assistance from our coal mining districts, should show some gratitude by immediately releasing a little at least of the large amount of tonnage it commandeered. If it could release say 25,000 tons of shipping by the time its navigation opens, it would be doing a little to show its appreciation of what our colliery districts had done. Of course if outputs were to mount up to what they were in pre war days, the company would require to obtain more tonnage than what was requisitioned by the government.

One of the collieries that will add to the output this year is that at Port Hood. At the end of last month an average of sixty-five tons a day were hoisted, by the end of this month, if all goes well, it will be a hundred tons, and by the end of March two hundred tons daily is aimed at, and this amount will be added to as the months proceed until three hundred tons daily are secured. This is the extent of the present planning. A survey will be made of the old shipping pier and a sound, sensible arrangement will be made for shipments by water, in

schooners or steamers of limited capacity. Meantime the land area only will be developed. This should enable the company to accumulate some reserves for extension of the workings seaward when the opportune time arrives.

With the passing of war the demand for cleaner coal becomes more and more imperative. The time is going when anything black will find a ready sale, especially when the black stuff comes from a coal mine. Competition for markets, if we are not mistaken, will soon become keen when the coal miners of the province begin to try to win back their former markets, lost to them during and by the war, some of the lost ground in this respect, may not be won back for years. However, should outputs reach their former dimensions it is quite possible, that old friends will be won back. A good article will go a long way in bringing back trade that has been lost—for a time

The Record, with its experience of coals for the past couple of years, has come to the conclusion that far too much explosive is used in mining. For three winters it has been a puzzle to understand how coal, fairly lumpy, would resolve itself into almost pure slack, in the space of a couple of months or less, and that the lumps went to pieces more quickly in a wet than in a dry part of a cellar. We blamed the dampness of the cellar wholly, but had to abandon the idea as we read of how submerged coal, when hoisted from wet storage, had deteriorated little or nothing in value. The writer, after having added to his gray locks and read up all about laminations came to the conclusion that the explosive had not completed its work when it broke the coal from the face, but had gone on permeating the laminations until there were none to permeate, the whole box and dice of them having resolved themselves into an impalpable powder. Scientists may object to this theory. Be it so; our slogan still shall be "use less explosive." Furthermore operators would be well advised if they did not sell run o' mine coal for domestic purposes. We know of a coal which when screened cannot be excelled for domestic purposes in Canada and which when shipped run o' mine induces to the use of language which would force a listener to wonder whether, after all, those who held to the doctrine of falling from grace had not a better case than those who maintained the "perseverance of the saints."

(Continued from page 11.)

Army, we may expect that serious consideration will be given to the proposals for Joint Industrial Councils.

So far as the railways—which are to be nationalised—are concerned the National Union of Railwaymen have decided to demand that the employees shall have an equal number of representatives on the National Board of Control, which should

have jurisdiction in all matters arising in the conduct of the railway industry. It is also demanded that the employees shall have equal representation on the local committees and shop committees, which shall deal with purely local matters.

Thus we have a specific instance of a powerful and important trade union making a bold bid for an equal share with the State in the control and management of the railways. It should be noted that this is something much more than a Whitley Council, as the proposal is not that the employees shall be represented on an advisory body but on a body with executive functions.

I consider that it is very important that employers and trade unions should recognize that no section of the people are stronger nor have a greater claim than the people as a whole. The future world economic and industrial situation will render our position as a nation extremely difficult, which makes it all the more necessary that all sections should strive to bring about such relations in industry as will ensure stability. I believe that if labour is freely admitted to a share in the management and control of industry this will provide the best possible safeguard against industrial disputes, and will reduce the danger of strikes and lock-outs to a minimum.

Therefore trade unions are faced to-day with a problem which calls, both from the rank and file and their leaders, for a broad and long outlook if the right solution is to be found. Every effort must be made to adapt the trade union machine to the new conditions if it is to be the means by which the workers are to be led to the new status of partnership, in place of their old position as servants. We are on the eve of great changes, both in the industrial and the political field, and during the next few years it will be the trade unions which will play the most important part in evolving the new conditions—yea, even a greater part than Parliament itself.

DEPENDS ON WAGES.

All current business news and comment touches upon the shortage of supplies of merchandises in general, especially supplies of food and clothing. It is recognized that a great deal of buying will have to be done to bring stocks on hand up to normal; hence, the manufacturing of commodities for the requirements of peace will have to be expedited, it is asserted.

But, we surmise that restocking will proceed rather slowly owing to high prices and political uncertainties, and believe that early activity may develop, rather, in the line of building construction. All edifices wear out year by year, the most substantial as well as the unsubstantial, and it is many a day since there was anything like a building boom. There are many places where a considerable amount of construction is urgently required, and we believe that only a small amount of readjustment in the matter of wage schedules would be sufficient to start a good many enterprises.

MINORITIES SOMETIMES RIGHT.

Dr. Orchard, the famous non-conformist British preacher, came out in the late British elections in favor of the Liberal labor party and was defeated. Here is part of what he said after the election:—

"I am a good Catholic," said Dr. Orchard on Sunday night at King's Weigh House, "and therefore I have no sure hopes of heaven, and no certain assurance against hell; but by the grace of God there is one place where I will not land, and that is limbo—the place where all those go who are afraid to take sides, the place which in Dante's 'Inferno,' scares the soul out of you." Everything he had stood for these last four years had been reckoned absurd, fanatical, and even unwarranted by Christian doctrine and the Scriptures. The world and the Church were completely in accord. Nor was he forgetful of the fact that the country had just pronounced in the most absolutely convincing fashion that the general and popular and official verdict with regard to the war was the correct one.

So far as the political outlook was concerned, he knew nothing about it. He did not understand these matters. He only knew that not a single man who had ever uttered a word against the war had been returned to Parliament. He knew of only one pacifist who would go to Westminster, and he had never made his pacifism public. "I will not give him away by mentioning his name," said Dr. Orchard, "for he sometimes worships at this church." Of course, his standpoint was Christian pacifism, not parliamentary pacifism; without the power of Christ he never had any hope of pacifism in this world.

Well, he was not upset. He was used to being in the minority, and he thought he would have a fit if he found many people agreeing with him. And of course, minorities were not always wrong, nor majorities always right. History had an extraordinary trick of reversing popular decisions. And he for his part was not ashamed in that hour to be on the side of the men who had been defeated.

ONE REFORMED GERMAN.

A member of the R.A.M.C. just back from Germany gives the following account of his experiences there as a prisoner:—

"The first four days we were in the camp we had a rotten time. The treatment was brutal, and the conditions of life in the camp were very bad. On the fifth morning I was walking out with a working party through a neighbouring village. There were two little children playing together, and we saw a dog that was evidently mad rush at them. I put my coat over the dog's head, and my friend jumped on his ribs and killed him. We did not think much more about the matter, as the German guards did not appear to notice what had happened. However, the next morning we were called up before a Bavarian major, the commandant of the prison. He questioned us closely about what had happened, and we

learnt from him that the two children were his. He asked us how we were treated in the camp, and we told him our grievances candidly. It appeared to open his eyes, since he had been in the habit of leaving the camp rather severely to itself. After that day he came every morning to the camp before eight o'clock, when the working parties left, and inspected the camp arrangements himself.

"Life then became very much more bearable to all of us. The commandant let us work at our own particular trades in the villages round, and we were paid the full rates paid to German workmen, half of the money coming to us and half being pooled for the camp eaten. He gave us two acres of ground to cultivate near the camp, and this we worked in our spare time, growing our own vegetables."

BRITISH SHIPBUILDING 1918.

It is not possible to make accurate comparisons between the tonnage production of the United Kingdom in 1918 and that of the previous year, because the returns for the previous year are not complete, but so far as they go the figures indicate a fairly general improvement, corresponding somewhat to that of the Clyde, where the advance was from about 460,000 tons to 556,000 tons. The following table shows the output of the whole of the United Kingdom:—

	tons.	L.H.P.
Scotland	593	633,748
England	599	1,029,013
Ireland	53	213,646
	1245	1,876,411
		4,349,306

It will be noticed that the number of vessels constructed in Scotland was practically equal to that built in England, that the tonnage was about two-thirds, and the horse-power was short of the English aggregate by only about 220,000 on totals of, roughly, 2,000,000. The practical equality in number of vessels is explained by the large numbers of small craft built in Scotland and the very high horse-power by the large number of destroyers built on the Clyde.

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Synopsis of Coal Mines Regulations.

COAL mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-West Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years, renewable for a further term of 21 years at an annual rental of \$1 an acre. Not more than 2500 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory, the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, rescinded by Chap. 27 of 4-5 George V. assented to 12th June, 1914.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior.

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CANADA. DEPARTMENT OF MINES.

Hon. Martin Burrell, Minister.

Mines Branch.

Recent Publications:

- 1 Summary Report of the Mines Branch for the Calendar Year 1916.
- 2 The Coal Fields and Coal Industry of Eastern Canada, by Francis W. Gray.
- 3 The Thin Coals of Eastern Canada, by J. F. K. Brown.
- 4 The Value of Peat Fuel for the Generation of Steam, Bulletin No. 17, by John Blizard, B. Sc.
- 5 Report on Iron Ore Occurrences in Canada (Part 1) by E. Lindeman, M. E., and L. L. Bolton, M. A., B. Sc.

The Mines Branch maintains the following laboratories in which investigations are made with a view to assisting in the developing of the general mining industries of Canada:—Fuel Testing Laboratory, Ore-Dressing Laboratory, Chemical Laboratory, Ceramic Laboratory, Structural Materials Laboratory.

Application for reports and particulars relative to having investigations made in the several laboratories should be addressed to The Director, Mines Branch, Department of Mines, Ottawa.

R. G. McConnell, Deputy Minister.

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