

138 Macdonald

Maritime Mining Record

JAN. 11 1911

DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

"DOMINION STEAM COAL,"

Gas Coal and Coal for Household Use
from the well known seams

'Emery,' 'Phalen,' 'Harbour,' 'Victoria' and 'Hub.'

14 Collieries
in Operation.

OUTPUT:
4,000,000 tons Yearly

Used by Railways, Tramways, Steamships, Manufacturers, Water Works, Light and Power Stations in Ontario, Quebec and the Maritime Provinces, also in Newfoundland and the New England States, Mexico, Sweden, South Africa and the West Indies.

Shipping Piers equipped with modern machinery,
ensuring Quickest despatch
—AT—

SYDNEY, LOUISBURG, and GLACE BAY Cape Breton Island, Nova Scotia, Canada.

7000 ton Steamers Loaded in 7 hours.



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



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

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

FOR TERMS, PRICES, ETC., APPLY TO

Dominion Coal Co., Limited,
" " " "
" " " "
" " " "

112 St. James St., Montreal, P. Q.
Glace Bay, Nova Scotia.
171 Lower Water Street, Halifax, N. S.
Quebec, P. Q.

AND FROM THE FOLLOWING AGENTS:

R. P. & W. F. Starr, St. John, N. B.
Peak Bros. & Co., Charlottetown, P. E. I.

Hervey & Company, St. John's Nfld.
Hull, Blyth & Co., 1 Lloyd Ave., London, E.C.

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

2nd. Vice-President and Gen'l Manager.
SYDNEY, N. S.

Alexander Dick,

General Sales Agent.
MONTREAL, P. Q.

A. B. C. & A. 1 Codes Used

Telegraphic Address, Latch, Haymills

LATCH & BATCHELOR, L't'd.

AMALGAMATED WITH
WEBSTER & HORSFALL,

(ESTABLISHED 1730)

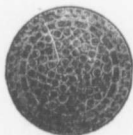
Works : **HAYMILLS, BIRMINGHAM, ENGLAND.**

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

Patentees and Manufacturers of

Locked Coil and Flattened Strand **WIRE ROPES.**

Manufacturers of all Kinds of **WIRE ROPES** for
Mines, Tramways, Aerial Ropeways, Suspension
Bridges, Cranes, Elevators, Transmission of
Power, Steam Ploughing and General
Engineering Purposes.



Locked Coil Winding Cable.



Locked Coil Aerial Cable or Colliery Guide.



Lang's Lay or ordinary Patent Flattened Strand Winding or Hauling. Patent Flattened Strand. (non spinning)

DRAWERS OF all Sections **HIGH CLASS STEEL-WIRE.**
for Ropes, Springs. Pianos, Needles, Fish-Hooks
Binding Armatures and all other Purposes.

ACADIA POWDER CO., LTD.

MANUFACTURERS OF

DYNAMITE.

Blasting and Sporting Powder, Pellet and Grained Powder for Coal Mining.

FLAMELESS EXPLOSIVES for GASEOUS MINES, DYNAMITE, for SUBMARINE BLASTING, SUBMARINE FUSES.

LICENSEES FROM THE
Nobel's Explosives Co., Ltd., for the English permitted coal mining brands,
"Monobel" & "Saxonite," etc.

**Electric Blasting Apparatus, Electric Batteries,
Electric Fuses, Insulated Wires, Safety Fuse
Detonators, Etc.**

OFFICE: —76 and 78—

Telephone 251. P. O. Box, 520

GRANVILLE ST., HALIFAX, N. S.

Acadia Coal Company, L't'd.

STELLARTON, NOVA SCOTIA.

Miners and Shippers of the

Celebrated ACADIA COAL.

*Unexcelled for Domestic, Steam,
and General Purposes.*

— An Excellent Coking Coal. —
Collieries

Acadia

Albion

Allan

Vale.

DELIVERED BY RAIL OR WATER,

SHIPPING PORT, PICTOU LANDING.

Quotations Furnished Promptly on Application.

MINING SHOVELS

our 'FENERTY' Brand

COOK'S PAN SHOVELS,
COAL TRIMMERS SHOVELS,
SCRAPER SHOVELS, ETC.

— ARE USED BY —

The Largest Mines in Canada

MANUFACTURED BY
The HALIFAX SHOVEL Co.

HALIFAX, N. S.

ALL GOODS GUARANTEED

**ORNAMENTAL
IRON WORK**

WIRE CLOTH

WIRE GOODS

WE SPECIALIZE IN MINERS
SCREENS made of HARD STEEL
WIRE or PERFORATED SHEET
STEEL.

INQUIRIES SOLICITED.

CANADA WIRE GOODS MFG. CO.
HAMILTON.

THE GARLOCK PACKING CO.
Hamilton, Ontario

— Manufacturers of —

GARLOCK PACKINGS

"Be sure you get the Genuine."

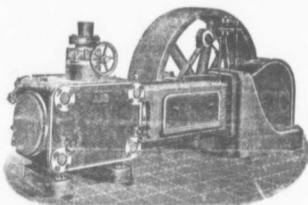
**Everything in PACKINGS,
and ENGINEERS SUPPLIES.**

Used by Collieries in Lancashire, Staffordshire & Yorkshire

•**XTERRA'** COLLIERY LAMP OIL
For Marnaut, Muesels Deflector or Closed Lamp.

PURE WHITE FLAME. LOW PRICE.
E. WOLASTON, Dutton St. MANCHESTER
Sole Representatives for Canada, AUSTEN BROS.,
Halifax, N. S.

Robb Corliss Engines



Have the Armstrong-Corliss valve gear, which will operate at a higher speed than the ordinary releasing gear.

This valve gear does not depend on springs or dash pots for closing, and runs without noise.

The wearing parts of the valve gear are enclosed in a casing and run in oil so that friction is reduced to a minimum.

ROBB ENGINEERING COMPANY, L't'd,
AMHERST, N. S.

**INTERCOLONIAL
RAILWAY**

THROUGH SERVICE TO

Montreal

VIA THE ONLY

ALL CANADIAN ROUTE.

NO 20 CONNECTION FOR
CANADA'S FAMOUS TRAIN THE

MARITIME EXPRESS

Leaves Stellarton 15.15

(Daily except Sunday)

Arrives Montreal 18.30

(Daily except Monday)

Parlor Car Sydney to Truro.

THROUGH SLEEPING CARS AND DINING CAR
TRURO TO MONTREAL.

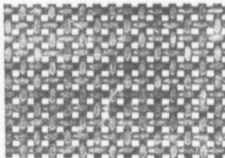
The Most Comfortable

Train in America.

ROLLED WIRE SCREEN.

ROLLED STEEL WIRE CLOTH.

Owing to the increase in the demand for this above material, we have recently installed a very heavy Rolling Plant, and now have facilities for rolling any desired size and weight.



ROLLED STEEL MINING CLOTH

A flattened Steel Wire Cloth has the same smooth surface as perforated metal, with the added advantage of doubling the screening area.

Your enquiries are solicited.

Prices and details on application

A SUBSTITUTE FOR PERFORATED PLATES.

THE B. GREENING WIRE COMPANY, LIMITED.

Hamilton, Ont.

Montreal, Que.

MONTREAL STEEL WORKS, Limited.

Steel Castings,
Forgings,
Springs,
Frogs,
Crossings,
Interlocking Plants

We make a Specialty of
Manganese Steel Castings for
MINING PURPOSES.

Point St. Charles, Montreal, Canada.

COLLIERY SUPPLIES.

Wrought Iron Pipe. Cast Iron Fittings.
Brass and Iron Valves. Steam, Water and Suction Hose,
Metals of all kinds. Boiler Plates and Tubes.
Fire Brick. Portland Cement. Fuse and Detonators.

Nova Scotia Agents for

Allan, Whyte & Company's Wire Ropes.
WM. STAIRS, SON & MORROW, LIMITED.

Halifax, Nova Scotia.



NOVA SCOTIA.
Mines of Gold, Silver, Coal,
Iron, Copper, Lead, Etc.

Titles direct from the Crown
At Moderate Royalties.

GOLD AND SILVER.

Licenses are issued for prospecting for Gold and Silver for a term of twelve months. They comprise areas 150 by 250 feet, and any number can be obtained, at a cost of 50 cents per area. Leases of any number of areas can be obtained, at a cost of \$2.00 per area, for a term of 40 years; subject to an annual rental of 50 cents per area.

Licenses are issued to quartz mills, which make returns and pay royalty on the gold at the rate of two per cent, on milled Gold valued at \$19.00 per oz.

Minerals other than
Gold and Silver.

—LICENSES TO SEARCH—

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

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

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

FOR INFORMATION APPLY TO

CHRISTOPHER CHISHOLM,

Commissioner of Public Works and Mines Halifax N. S.

"VICTOR 200"
COPPER VALVE DISCS
 WITH ASBESTOS CORE



For Valves of Jenkins' or similar types. Made with two flat
 sides, inside or round hole

"Victor 200" Discs outlast Plumbago or Asbestos
 Discs six to one and are the best Discs on the
 market. Send for sample and try it in your
 worst place. Price List on request.

T. McAVITY & SONS, LTD.
 ST. JOHN, N. B.

Mining & Mill Supplies.

Valves,
 Fittings,
 Packing,



Boiler
 Tubes,
 Steel
 Plates,
 Angles,
 Tees, etc.
 SOLID DIE
 RIVETS

Steam Goods
 —of every—
 Description.

Iron Pipe for

Mining Purposes.

—Catalogues and Prices on Application.—

THOMAS ROBERTSON & CO,

—LIMITED.—

MONTREAL, QUE.

—Established 1852—

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
 wear **Priestleys Dress Goods**

Greenshields Limited, Sole Agents, Montreal, Canada.

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.

ANOTHER GOLD MEDAL,

for excellence of display, awarded to
J. W. CUMMING & SON,
 New Glasgow, N. S.

—MAKERS OF—

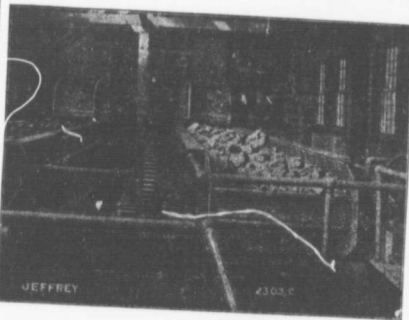
“Speedy” Coal Boring Machines, “Acme” Ratchet Rock Boring Machines, Miners’ Tools, Copper Headed Stemmers Copper Pointed Needles, Miners’ Picks, Mauls, Wedges, and other mining appliances.

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 Picking Tables

for Coal and Ore



We design and build picking tables of the rubber belt and overlapping pan types suitable for treating Coal and Ores under any conditions.

Write for Additional Information.

Catalog on these subjects
 mailed upon request.

*Electric Locomotives, Coal Cutters, Drills,
 Conveyers, Elevators, Screens, Crushers,
 Car Hauls, Coal Tipples, Etc.*

The Jeffrey Mfg. Co.,

TORONTO: 174 King Street E.

MONTREAL

Cote and Lagauchetiere Streets.

The....

MARITIME MINING RECORD

Vol. 13, No. 13 Stellarton, N. S., Jan. 11th. 1911. New Series

MR. PLUMMER ON THE OUTLOOK.

(HALIFAX HERALD)

The manufacture of iron and steel has been carried on during the year just closing under conditions not wholly satisfactory, owing chiefly to the labor troubles, which have marred the business of many districts. It has suffered also from delays in the completion of extensions which are under way, due largely to scarcity of suitable labor. But production has been increased; there has been a good market for all that could be produced, and while the great waste which strikes have directly and indirectly caused to the community is greatly to be regretted, present conditions are good, and we can look forward with confidence to the future.

Increased returns from the great coal, iron and steel industries, and activity in general business are reasonably assured. The naval plans of the government at Ottawa are not unlikely to bring new business to our shores, for there are no places so well adapted for the building of steel ships as those we have on our Nova Scotia coasts. In my own opinion two places stand out pre-eminently in offering the greatest measure of advantage for this business. It might be invidious to mention them, but I may go so far as to say that one—I had almost said the other—is Halifax.

The iron and steel industries of Nova Scotia, in their modern form, have had a comparatively short period of existence. The work of the Nova Scotia Steel and Coal company and its predecessors dates back to early days, but the modern development in both the great Nova Scotia companies has scarcely finished its first decade, and while much has been accomplished, very much remains to be done.

Letting the past go, what have we today in the way of iron and steel industries in the province?

The capacity of the blast furnaces now in existence is about 400,000 tons per annum, which will be increased on the completion of the work now under way to nearly 600,000 tons.

At Sydney, and in connection with the works of the Nova Scotia company at North Sydney, there are steel plants capable of converting into steel all the pig iron made at these places, and rolling mills of various kinds capable of turning the steel into finished material.

All this has been done in the last ten years. When one considers the work necessary to prepare for the mining, transportation and handling of ore, of limestone, of coal and other materials, for the manufacture of coke, and the hundred and

one subsidiary operations, the showing is, as we say in Nova Scotia, "not too bad," but in my opinion we are merely at the beginning of things.

What the construction and operation of these plants has done for Nova Scotia it is hard to say, for their effect on the great coal mining industry of the province is not easy to gauge. It may, however, be estimated that for every ton of finished steel shipped, three to four tons of coal have been used directly and a good deal indirectly. In the larger plants much of the cost of ore is expended outside Canada, but that is one of the smallest items in the count. Allowing for that, and counting in the amounts expended in completing the more highly finished products, it is safe to estimate that for every ton of steel manufactured in Nova Scotia over £200 per ton goes to the men employed in the steel and coal plants, and from them into all departments of business.

This is not all. Part of the cost of steel and coal is the expenditure for materials and supplies, bought very largely in Nova Scotia. With a steel output of approximately 400,000 tons per annum, consuming directly and indirectly 1,200,000 to 1,500,000 tons of coal, the money thus put into circulation is a very large sum.

A word on the question of iron. We meet very often with complaints that the Nova Scotia furnaces are doing little to develop Nova Scotia ore production. But the amount of labor which goes into the ore is but a trifling proportion of that expended on the steel, and the fact that it is not yet practicable to get ore in Nova Scotia at a reasonable cost is clear. In the early days there was a much larger bounty on pig iron from Newfoundland, than that made from ores from Newfoundland, but even with that advantage there was used.

The time may come when bodies of iron ore worthy of the costly equipment essential to economical mining and transportation will be opened up at home; meantime we should be thankful that a source of supply is open to us which enables us to meet the competition of the western plants.

A few words on coal may be fitly added, for the mining of coal is closely allied to the manufacture of iron, and steel, and in the main carried on by the same interests. The past history of the coal industry is well known to your readers. The present condition is not altogether satisfactory, for causes which I believe will be eliminated before very long. It may be frankly stated that the cost of mining coal has reached too high a point and that this is in some measure due to the waste of labor and expense through irregular working. If we are to hold our markets these conditions must disappear.

As for the future of our coal mines, that depends on our selves. The markets are there, the consumption increases from year to year, and the completion of the Grand Trunk Pacific from Montreal to Quebec, and from Quebec westward will open up a new and very large trade, I see no reason why the coal output of the province should not be very largely increased; it must be if we are upon us, to meet the demands that will surely be made

works and quarries in Cape Breton, and 900 at the mills in New Glasgow.

Each employee represents an average family of five, and we thus have not less than 22,000 of the inhabitants of the province depending directly upon the operations of the company. In other words, the closing of the works of the company would mean that one person in every twenty of the whole population of the province would be obliged to find a residence in some other part of the world.

The town of Sydney Mines has a population of from ten to twelve thousand people. It has as fine churches as can be found in Canada, it we omit the two cathedrals. It has a splendidly equipped hospital, the fine brick building used for the purpose having alone cost about \$25,000. It has several well-appointed halls, a town hall, many stores and dwellings, and all the appointments of a well regulated town. Its real estate and buildings must represent a valuation of several millions.

The existence of this town is due entirely to the mines and works of the Nova Scotia Steel and Coal company, and if the company ceased operations permanently the town would cease to exist. Of the employees of the company, 500, representing a population of 2,500 live in Cape Breton county, outside of the towns of Sydney Mines and North Sydney. 5,000 others live in North Sydney, representing a population of 2,500, and 900 reside in New Glasgow and its vicinity, representing a further population of 4,500.

Think for a moment what it would mean absolutely to wipe out of existence the town of Sydney Mines with its population of 10,000 to 12,000, to take away 2,500 of the population of North Sydney, 2,500 other residents of the county of Cape Breton, and 4,500 of the residents of New Glasgow and vicinity.

How many merchants, farmers, carpenters and men in practically every walk of life, who depend largely, and in many cases perhaps wholly, upon these inhabitants, finding themselves crippled, or entirely ruined, by the loss of their trade or entire business, would be obliged to remove from the province, and follow the 22,000 who directly depended upon the Nova Scotia Steel and Coal company? The effect, direct and indirect, upon thousands of people left behind need only be suggested.

The Salvation Army Immigration Department, recently, closed a very successful year's work in the Maritime Provinces, having placed a large number of desirable immigrants on the land, a number of whom have capital to buy farms, as soon as they have secured knowledge of conditions etc. Reports received from farmers show that most of those placed last year gave good satisfaction. A number of Canadian Officers have been sent over to Great Britain to select immigrants for Canada, special attention will be given to selecting settlers for the Maritime Provinces. Some new and important features are under consideration for next spring, announcements of which will be made later. Full particulars and application forms furnished by Staff-Captain Jennings, Bow 447, Halifax, or 259 Prince William Street, St. John.

COAL AND IRON—

—THE GREAT LOADSTONES.

The President of the Nova Scotia Steel & Coal Co. Mr. R. E. Harris may not consider it a very heavy compliment to be told that certain of his statements in the new year Herald were so plainly and plithly put that they evoke a "well said" from the Record. His references to Sault Ste. Marie, are most interesting. Says Mr. Harris.

"As an illustration of how the establishment of one industry leads to another, I might refer to Sault Ste. Marie, Ontario. In 1894 the Sault Ste. Marie Pulp and Paper company erected a mill for the production of mechanical pulp. In a short time the pulp wood near by was used up, this led to the building of the Algoma Central railway, which had the effect of opening up the territory known as East Algoma. After the supply of pulp wood had thus been assured, paper mills followed. Sulphide pulp became necessary to mix with the ground pulp in the manufacture of paper, and a sulphide pulp mill was next erected.

As the utilization of waste sulphur was necessary in this latter process, and for this purpose, the sulphuric acid gas formerly wasted in roasting nickel ores at Sudbury, was utilized. In the process of roasting ore for the purpose of procuring the supply of sulphur, a residue of nickel and iron was left. This led to the manufacture of nickel steel.

As the nickel lands at Sudbury contained only a small quantity of iron, Mr. Cergue directed his attention to the question of procuring other iron ore, and as a result the Michipicoten district was developed and the Helen mine opened.

When an abundance of iron ore had been proved, the erection of the steel plant followed, and in its wake came reduction and refining works, a chemical and alkali plant and other industries giving employment to thousands.

The history of the future development due directly and indirectly to the pulp mill established by Mr. Cergue sixteen years ago, has yet to be written; but notwithstanding the difficulties of the past who can doubt the possibilities of the future?"

Mr. Harris shows the importance of the coal and iron industries as follows:—

"The average number of employees of the Nova Scotia Steel & Coal company during the year 1910 was 5,276, who received in wages no less than \$2,820,000. Of this number 800 were employed in connection with the iron mines at Wabau, Newfoundland, and as our article is restricted to Nova Scotia, they must be excluded. This leaves 4,416 employed in Nova Scotia. Of this number 3,516 were employed in and about the coal mines, steel

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.

January 11

THE COAL TRADE 1910.

While there have been large increase in shipments 1910 over 1909, that is nothing more than was to be expected as the Dominion Coal Co. the largest of the producers fell very far behind in 1909 owing to the long and unwarranted strike. It cannot be said that much progress has been made during the past two years as the shipments are about the same as for 1908.

That there has not been greater progress is due to the continuance of the strike at Springhill and an insufficient supply of unskilled labor. Were one to go over the names on the colliery pay rolls he would be apt to exclaim: "Why, You have more than abundance of underground labor." Seemingly there is abundance while the fact is that the many names on the roll is due to the constant going and coming of loaders. A sufficient supply of loaders is impossible to obtain.

The action of the foreign order, the U. M. W. is responsible for the large decrease at Springhill and also for the decrease consequent in the shutting down of Chignecto colliery. The advent of the foreign order was the biggest curse that has befallen the coal trade in many a year.

The mainland makes a poor showing for 1910 though one or two individual collieries show increases. The credit for the large increase is due Cape Breton where the larger concerns made capital showings.

The approximate of shipments, made in the middle of December was a trifle optimistic, allowance had not been made for stormy weather or for so much holiday absenteeism.

The past year was a good year for the colliery workers. There was no idle time at the collieries and the wages were fair. The operators one and all declare that there was not nearly so much profit for them as the capital invested and the risks involved demanded.

If coal mining be a hazardous employment, then putting money into coal mining for profit is a hazardous investment, and this is true however scornfully the statement be thrust aside. Said a leading operator the day. "I wish to heaven the government would take Dr. Kendall seriously and operate a coal mine and then the dear coal croakers would get a surprise."

Two events of the year which may have far reaching and beneficial effects, were the sale of the 'Cowans' areas at Port Morien and the transfer of all the property of the Cumberland Railway and Coal Co'y to the Dominion Steel corporation. Already on the property at

Port Morien has a trial pit been sunk and other exploratory work done.

The promise is that Morien will soon become a big coal producing district. The advent of the Dom. Coal Co'y. to Springhill certainly means one of two things. Either the several collieries will be working full blast in a few months or the collieries will shut down tight as a battle. The Dominion Coal Co's operations on the Lingan Victoria areas are on an extensive scale. There is now a large population in the district optimistic enough to say that before very long Waterford will be a rival of Glace Bay. The company has now 14 collieries in operation with the prospect of speedy addition.

The increase in the Nova Scotia output does not come up to expectations. It was confidentially expected at the beginning of 1910 that an increase of 100,000 tons might be looked for. The increase is far short of that, though substantial. This is the first time that the present management at Sydney Mines made a miscalculation. It is attributed in largest part to the indisposition of the employees to work steadily.

The McKay mine and the new Colonial colliery both did well. The North Atlantic Collieries was in a measure, disappointing, but things are bound soon to take a turn.

Inverness did splendidly and Superintendent McGillivray is to be congratulated. A new man is in charge at Port Hood, and the RECORD hopes to be able to extend congratulations to him next year.

The prospects for 1911 at the present writing are excellent. There should be an increase over 1910 from each of the coal producing counties. Indeed we are inclined to make a statement which in the past we have hesitated to make, namely, that we look for an increase from every coal company in the Province whose output exceeds 50,000 tons annually. We firmly believe that even the Drummond colliery, which was supposed to have reached its limit a few years ago, will do better than last year. If the shipments for 1911 do not cross the six million mark it will certainly be due to unforeseen and untoward circumstances. The monthly shipments are given in another column. The total is as nearly correct as possible.

THE MINING RECORD—

—TO THE MINING JOURNAL.

The Mining Journal, Toronto, has an article in last issue, in reply to some strictures of ours on the Journal attitude towards reciprocity in coal. The Journals article is a compound of saccharine and sauce, so adroitly mixed, as to appeal to ones pacific rather than to his pugilistic inclinations. So be it sonny. A soft answer can at times do wonders, even turn aside anti-reciprocity wrath. The Journal asserts that it is non-partizan and is no special advocate. Happy condition. Situated between the poles the Journal possibly may maintain its equipoise. Situated in the East and at the same time in the centre of productivity, we frankly confess that we are not greatly caring what the desires of the West may be in the matter of reciprocity in coal. Out of its superfluity the West, surely, can leave to the East—to Nova Scotia—her coal. The Journal frankly tells us we are as blind as a bat, —in chaste language, however, for the Journal would never condescend to use so common phrase, classical though it be. The Journal emphatically denies that it is in

favor of reciprocity. 'Thats clear and its better, and we must accept it, though we fear we are blind as before. Perhaps the blindness belongs elsewhere, and possibly the RECORD detected the unconscious bias which the Journal fails to perceive. Further it is told us that the statement that a few American immigrants and half a score of small colliery men were raising all the fuss, 'carries its own reputation'. All right; we consent to be corrected and to place the number of small colliery men at nine instead of ten, but we urge in extenuation of our error, that the nine make every bit as much noise as if there were really ten. The RECORD's references to the overlooked, we are told, with dignified men, can be tified pen takes upon its polluted point to write the sacred name "Canadian Mining Institute". We dared to smile at the suggestion that that comprehensive society should settle the point as to reciprocity in coal. How dared we grin? It is a non-partisan society and so cosmopolitan that even Nova Scotians had a large representation in the Council. To have a large representation in the Council does not appear weight in its Counsels, and Nova Scotia never had that, and it is not to be expected she should, as Westerners were always in a majority. The Journal says there are no cliques in the Institute. Of course not, and yet but a little time ago billet-ballot-doux, These may not have emanated from cliques, but from those who had a liking for the seemingly most fashionable of South American pleasantries. In its own place the Mining Institute is all right, if it only knew it

- Rubs by Rambler.

In its New Years salutation to the RECORD the Eastern Chronicle asks why the RECORD does not go for Messrs Tanner and Baillie who are perambulating through Guysboro County telling the simple minded that to the high price of coal is due the collapse of gold mining in that county, and we are asked to inform the miners of Westville of their mis-conduct. We offer a reason or two and hope some one of them will be a full and satisfactory answer. 1st. We have not had time to read one of Mr. Tanners new edition of letters to Premier Murray in the Herald, let alone what the Standard says he is saying in Guysboro. 2nd. If Tanner and Baillie are promulgating heresy in that County we leave them to the tender mercies of the E. C. who can wallop them all right. 3rd. We think we noticed that the Chronicle had taken them to task, so hesitated to interfere. 4th. The Standard does not come to this office so have not lately seen nor read a copy of it, and therefore know nothing about the doings or sayings of Tanner and Baillie in Guysboro beyond, as stated, what we think we noticed in the E. C. and, were not in a position to make the requisite allowance for bias, that is to say, we could not tell how much was pure fact and how much political fiction. To say that dear coal ruined the gold industry is not original with the two gentlemen named. It was the pet assertion of Stuart of Truro, until he was squelched at a Mining Society meeting

and by the Mining Record. If Tanner or Baillie repeat the statement in Pictou County the miners will give them answer.

There are one or two things in connection with the stand some Nova Scotians take in reference to reciprocity that we do not affect to understand. For instance we are told, that if lumber were admitted free into the United States, our lumbermen would be largely benefited. Why do not the Americans admit it free in face of the assertion that their forests have become depleted and of the cry for the conservation of their natural resources, principally the products of the forest. How must have our lumber. And the same as regards fish. We are told that Gloucester, their great fishing port is deserted. The Gloucester fleet of fishermen it is asserted are being driven out of the sea. At the same time appear a little strange that many are deploring the depletion of Nova Scotia's forests, while some are soliciting for free access of lumber to the United States, for depletion is good?

A correspondent presently in the United States, who knows the great interest the RECORD has in the U. M. W.'s, sends the following clipping which will not be pleasant reading for the coterie who manage to live on the fat things of the land without doing a decent days work.

"According to a confidential letter received by a local official of the The United Mine Workers from a man high in the organization, T. L. Lewis has been defeated for re-election as national president by at least fifty-nine thousand votes.

The actual result of the election, however, is not to be known before January 17, when the national convention will be held at Columbus, O. Mr. Lewis since the voting has announced several times the fact that he is confident of his re-election, but judging from the tone of the letter that came into this city he is a badly defeated man.

When the local man who is known to thousands of the mine workers was asked what brought about the defeat of Mr. Lewis he announced that it was in a way due to his treatment of John Mitchell and other mine workers. Mitchell and Lewis it is claimed have differed in regard to the manner in which the organization should be conducted and friends of Mitchell determined to administer a rebuke to Lewis and take him from the head of the organization.

Every local union will send representation to the national convention which will be held at Columbus and a big fight is expected before the Lewis forces will concede their defeat."

THE COAL TRADE 1910

(Mr. Drummond in Herald)

When the history of the coal trade for 1910 comes to be written the following may be classed as incidents: The complete surrender of the U. M. W. strikers at Glace Bay after a long and a worse than fruitless fight. The continuation, by the foreign order, of the strike at Springhill. The futile attempt to compel Vice-President McCulloch to produce the document which, in a moment of excitement, he alleged was hidden in his breast pocket.

The opening up of a new colliery at Little Bras d'Or. The wonderful expansion of the Joggins mines. The cessation of work at Maccan after a heavy expenditure by the Eastern Coal company.

The closing down of Chignecto, due to the management having given the U. M. W. an inch not being able to see their way clear to grant their demands for an oil.

The closing down and non-working of several small collieries in Cumberland County.

The improved position of the Acadia Coal company, owing to the addition of close on \$2,000,000 to its capital.

The acquisition of the splendid properties of the Cumberland Railway and Coal company by the Dominion Steel corporation.

The advent of new men at the head of the Dominion Coal company's affairs, and the election of Hector McInnis, of Halifax as vice-president of the reconstituted Springhill company, and, by-the-by, the excitement over the question of reciprocity in coal.

The expansion at the Joggins is remarkable from the fact that the seam is classed as thin, and difficult to work. Moreover, when the new slope at the Joggins was started, there were some, looked upon as experts, who declared the location was a huge mistake, and that the colliery would never make good. It has made good, wonderfully good, and the credit of the splendid work done is due to a young Nova Scotian, George B. Burchell.

The Maritime Coal company made a hit when it secured Mr. Burchell as superintendent. Other men who have made good are Mr. J. Bntler, general manager of the Dominion Steel corporation, and D. H. McDougall of the Dominion Coal company. The former is too big a proposition for a short article, and all that need be said of him is that those critics who, on his appointment, shook their heads, now open their mouth in surprise. He has got good hold of the coal end of the big corporation, as well as of the steel end.

Mr. McDougall is now thoroughly at home in his responsible position. His success is due mainly to the fact that when he took charge he did not even hint that he knew everything, but displayed a willingness to learn. His success was to be expected, as he is possessor of that beatitude which carries with it the promise of present mundane and material advantages.

The closing down of the colliery of the Eastern Coal company at Maccan is greatly to be regretted, as it will have a tendency to make capital over-cautious. There were piles of money expended, or should I not rather say spent. The cases of Mabou and Maccan are almost similar. There was lack of judgement in an over-expenditure on the surface before a knowledge had been obtained of what was underground. Mabou built pockets that rotted before there was coal to put into them, and an office that would accommodate fifty clerks; and at Maccan a palatial residence was built for the manager, and surface buildings erected, indicating a profusion of riches.

There have been far too many cases in Nova Scotia of elaborate preparations for cooking the goose before it was caught. The case of Maccan is another illustration of the unwisdom of taking too many things for granted. There may be thick seams at Maccan, but they have not yet been struck.

The Colonial colliery, formerly the Toronto mine, shipped this season for the first time in thirty years. The amount shipped was about 15,000 tons. The colliery is completely equipped, capable of an output of

500 tons per day; there is a one-thousand ton pocket pier built within 200 feet of the bankhead. The hoisting engine puts the coal into the pockets with the assistance of four men on the bankhead and pier. It is situated on the well known waterway known as the Little Bras d'Or gut. This waterway has not been navigable for vessels of any size on account of the entrance to the Atlantic being very shallow. The Dominion government dredge, Cape Breton has been working at this bar since July and has almost completed one cut which is forty feet wide out to the Atlantic. It is the intention of the government to dredge this cut one hundred feet wide next season and give a minimum depth of twenty-three feet.

For a considerable time back the shipments from Pictou county have been erratic, now up and next down.

At the present time shipments are away down, and on that account far from satisfactory, but hopes are high for the future. It can scarcely be expected that the Intercolonial Coal company will do better than at present. Indeed the Intercolonial, with its longest high angle slope on the continent, the depth of the mine, the ramifications of its workings and the weight of the superincumbent strata on the coal is doing exceedingly well. It is a surprise to some how it so well holds its own.

To the Acadia Coal company, Pictou county looks for the retrieval of its lost prestige. From the Acadia Coal company big things are expected. First, that it soon will double its present output and later on treble, if not quadruple it. And this is looked for owing to a large addition to capital and the infusion of rich new blood. Capital, chiefly, if not wholly Belgian, to the amount of nearly two million dollars, has come into its exchequer. This will give Harry Coll, who has been calling for more room and bigger opportunities for expansion at the big Allan Shafts, his chance, and scope for his pent up energy.

From the Allan Shafts, by the end of the spring, a thousand tons daily is expected.

From the Old Albion, Mr. Ghner, the new Belgian engineer, is calculating to secure at least another thousand tons daily. And then there is the Acadia, and the Vale colliery to fall back upon to supply any deficiencies of the others.

The whole staff, from the energetic manager C. J. Coll, down, are in high feather and look forward to a development that will place the Acadia Coal company third, if not second, on the list of provincial producers.

MR. DRUMMOND IN CHRONICLE

As you are aware, there are a few in Nova Scotia, Dr. Kendall being in the forefront, who advocate Government operation of coal mines. I have furnished the genial Doctor with a dozen or more coal mines and areas which the Government could secure for the price of an old song, or thereabout, and have suggested that he tackle the Government to enter upon the premises at once and set to work with a will. The Doctor, by Government operation, wishes to demonstrate how cheaply coal can be sold. My motives may be mixed, but I have backed Dr. Kendall so that it may be shown how high is the cost of production. Very unkindly, the doctor has declined to have anything to do with any pie into which I might put a finger. Possibly he may have suspected that I was not wholly frank in my offers of assistance and pro-

bably he is not far wrong. I have regard for Premier Murray and his colleagues who, I am sure, are often worried and worried over the dispensing of ordinary patronage, without the added horror of dispensing patronage of a colliery expected to demonstrate how cheaply coal can be mined, and how flagrantly the coal barons have been fleecing the people.

I appear at this time as an advocate of Government operation of a coal mine, but not of the kind Nova Scotia enjoys the proud distinction of having, during the last thirty years, led the world, and that it still may lead is a reason why I now propose Government ownership—of a kind. Let the present Local Government add to its commendable record by the establishment of a Government Training Mine. Is it wrong to assume that the Government, and not individuals or corporations, should be responsible for the education of the people, whether that education be called common, industrial or technical? The Government should operate a mine not for profit, but for practical purposes and the solution of the problems frequently occurring in the operation of coal mines. A training mine might be a splendid and fitting appendage to the Nova Scotia Technical College. It will be impossible here to go into details. Let a general statement, then, of reasons for the proposal, suffice.

There is a serious problem now confronting the mine operators and that is the underground unskilled labor, or loader question, and there is the probability of a second problem very soon perplexing them, and that is the "boy" question. We have, in Nova Scotia, or are supposed to have, in one instance, a smokeless colliery however incongruous that may appear, and we also have, practically, a horseless colliery, but we also have, as yet, what some long to see, a boyless colliery. But it looks as if things were moving in the direction which it will be unprofitable for mine owners to employ boys in the mine. The age limit is bound to be extended. Time was when boys of five or six were employed; the age limit was extended to ten, then to twelve, and on to fourteen and the cry now is that the limit should be extended to sixteen and sixteen it may be. Of course, the one ready solution of this present problem is the elimination of the horse and the boy by the substitution of mechanical haulage, but in some collieries there may be hindrances to the general application of this system and at others there may be lack of capital. Yet these may be overcome. Lovers of dumb animals, herbivorous, say the pit is no place for an animal that never sees a green thing; lovers of youth say that the pit is no place for boys, as there they are free from restraint and proper control and subject to influences which do no tend to refinement. I leave the boy problem and the horseless colliery to scientists who, no doubt, in a short time, will find a remedy—as in the case of the horse cars.

The loader problem is the more difficult. In a hand pick mine, there is, as a rule, two miners and a loader in each place. The miners are paid by results; the loader by the day. A miner's pay is from \$2.50 to \$3.00 or over but whether it be three or five, the pay of the loader does not go beyond, except in rare cases, \$1.60 to \$1.80 per day.

Loaders think there is too much discrepancy between the pay of the miners and their pay, especially as they claim they work quite as hard as the miners. One thing is certain—mining is more congenial than loading. If the loader happens to be off, it is with a sour face, as a rule,—that the miner goes loading. Largely on account of this inequality in wage, loaders are scarce. Had there been a sufficiency, in 1910, at all collieries, of loaders, I incline to the belief that there would have been an additional output of from 100,000 to 125,000 tons. This means that the Government lost in royalty from \$30,000 to \$11,000, a loss which cannot be made good. And what is the remedy? So far as I can see, abolish the loader and instead of having two men and a loader in a place, have three miners, 1st, 2nd and 3rd class, if you will, but all miners and all receiving a just share of results. It would be manifestly unfair to pay the novice as much as either the man of large experience or the man of limited experience. If the novice yielded \$7.50 a day or thirty shares of 25c each, then the first class miner would get 12c shares, the second ten and the third eight. The first class man would not be called upon to load; the second class man would load two days per week and the third class man four days. After a time the second and third class men would move up and a novice take the place of the latter, and so on.

And where would these novices come from? From the Government Training Mine, where all underground men would be miners and timbermen and roadmen in turns, and from which a novice, after a given period, say nine months, would be given his discharge papers and a necessary third-class certificate as miner. In the mine the novices would be under instructions from an experienced working miner, one miner to have charge of six places or so, but these are details. Of course the suggestion will be riddled and lots of questions asked. For instance, one may ask: "If the training mine is not gas, or if the roof is strong, how will the use of the safety lamp and methods of timbering be taught? That's simple. Professor Sexton, who has not quite scope enough for his energies, could take with him into the mine, his class, with the necessary apparatus, to make explosive gas, and having half filled a place with it, demonstrate how to test for gas, and after that, to make things realistic, he could set off the gas, and have a miniature and harmless explosion. If the roof were solid, requiring only simple timbering, a shot could be fired on it, to produce conditions requiring cautious and skillful timbering. The training colliery need not cost, all told, more than \$200,000 and a levy of a tenth of a cent per ton on the operators, which I am sure they would cheerfully pay, would cover the fixed charges. The profits, of course, would go to the Mines Department. As I have said, a training mine would be the complement of the Technical College, as without our coal mines that institution would be of small account.

The best previous year in the history of the trade was 1908, with shipments of \$5,372,000. Not until this minute was I in a position to say that 1910 had beaten all previous records as to the quantity sold. With a strike on in Cape Breton the first

(Continued on page 18.)

COAL SHIPMENTS, 1910.

—INVERNESS RY. & COAL CO.—

—DOMINION COAL CO. LTD.—

MONTHLY SHIPMENTS.			
	1909	1910	Inc. or Dec.
January.....	120 136	182 411	62 281
February.....	128 101	159 841	31 740
March.....	128 936	167 830	38 923
April.....	190 670	200 045	9 375
May.....	284 505	248 826	35 679
June.....	393 341	337 145	56 355
July.....	206 850	322 186	115 336
August.....	440 029	369 035	101 494
September.....	200 893	366 041	165 148
October.....	195 888	351 315	155 427
November.....	188 135	306 041	117 906
December.....	183 215	177 123	6 192
	2 469 493	3 167 867	
		2 469 493	
Increase 1910.....		698 374	

—NOVA SCOTIA STEEL & COAL CO. LTD.—

MONTHLY SHIPMENTS.			
	1909	1910	Inc. or Dec.
January.....	38 845	45 342	6 497
February.....	20 928	29 005	8 077
March.....	21 474	29 218	13 620
April.....	30 894	57 100	26 206
May.....	66 415	81 899	15 484
June.....	95 950	87 038	8 012
July.....	94 050	83 549	10 511
August.....	90 765	100 364	9 599
September.....	98 955	83 943	15 012
October.....	91 920	89 548	2 372
November.....	84 035	77 728	6 317
December.....	50 774	51 162	388
	784 969	816 805	
		784 969	
Increase 1910.....		31 836	

—ACADIA COAL CO.—

MONTHLY SHIPMENTS.			
	1909	1910	Inc. or Dec.
January.....	24 852	23 534	1 318
February.....	18 187	21 553	3 366
March.....	14 828	19 630	4 802
April.....	17 064	18 762	798
May.....	24 562	19 531	5 031
June.....	23 806	19 785	4 021
July.....	27 855	20 390	7 465
August.....	22 850	25 360	2 510
September.....	25 048	26 506	458
October.....	26 844	30 001	3 157
November.....	28 793	32 447	3 654
December.....	22 541	30 718	8 177
	278 131	288 217	
		278 131	
Increase 1910.....		10 086	

MONTHLY SHIPMENTS.

	1909	1910	Inc. or Dec.
January.....	9 918	20 298	10 380
February.....	9 473	18 529	3 356
March.....	7 021	20 641	13 620
April.....	22 515	11 912	10 633
May.....	24 158	24 336	178
June.....	21 372	25 977	1 605
July.....	24 091	24 212	121
August.....	23 858	25 597	1 739
September.....	17 154	22 078	1 458
October.....	23 110	28 112	4 996
November.....	23 478	25 182	1 704
December.....	21 568	23 756	2 188
	220 723	270 620	
		230 752	
Increase 1910.....		39 878	

—INTERCOLONIAL COAL CO.—

MONTHLY SHIPMENTS.			
	1909	1910	Inc. or Dec.
January.....	19 767	19 084	812
February.....	18 096	17 484	812
March.....	22 848	22 115	733
April.....	19 228	20 790	1 472
May.....	12 155	17 906	5 751
June.....	17 839	26 465	7 635
July.....	19 593	19 304	199
August.....	23 976	21 381	2 596
September.....	27 208	15 980	11 228
October.....	28 605	17 932	10 673
November.....	23 392	19 065	4 327
December.....	16 460	20 373	
	249 218	237 388	
		249 218	
Decrease 1910.....		11 830	

BY COLLIERIES AND COUNTIES.

CAPEBRETON COUNTY.

	1909	1910	Inc. or Dec.
Dom. Coal Co.....	2,469,439	3,167,867	698,374
N. S. S. & Coal Co.	784,999	816,805	31,836
North Atlantic....	71,000	81,000	10,000
McKay Mining Co.	15,000	25,000	10,000
Other collieries....	5,004	23,000	18,000
	3,345,442	4,113,672	768,230

PICTOU COUNTY.

Acadia Coal Co....	278,131	288,217	10,086
Int. Coal Co.....	249,218	237,388	11,830
	527,349	525,605	1,744

CUMBERLAND COUNTY.

Cumb. Ry. Coal Co.			148,000
Mar. C. R. & P. Co.	120,000	155,000	35,000
Minudie Coal Co....			
Other collieries....	68,000	67,000	1,000
			114,000

INVERNESS COUNTY.			
Inv. Ry. & Coal Co.	239,752	279,630	49,000
Port Hood Coal Co.	76,000	76,000	
	306,750	346,630	40,000
RECAPITULATION.			
Cape Breton Co.	3,345,341	4,113,672	768,000
Pictou County.	527,349	525,605	1,744
Cumh. County.	404,235	290,000	114,000
Inverness Co.	306,000	346,630	40,000
TOTAL, say		5,275,907	
Approximate Increase	693,000		

NOTE.—The total falls short of the approximate made three weeks ago for the Halifax papers, due wholly to the expected shipments of the Dominion Coal Co. not being realized. The shipments from C. B., Inverness and Pictou are reliable, while those from Cumberland are in part merely approximate.

Around the Collieries.

The Canadian Pictorial, published by the Witness Co'y., Montreal, is getting better, if that be possible, each issue. The pictures are the work of real artists though the price of the Pictorial is only a dollar a year.

The Eastern Coal Co'y., it seems, committed an unpardonable blunder when they refrained from appointing that eminent geologist, J. T. Smith of Amherst, who can define the relationship between Marsh hay and Marsh gas, as their Consulting Engineer. Given the fitting opportunity he could add two cubits to the stature of the Maccan coal seams.

The RECORD is gladdened to learn that there is the prospect of a kick up at Glace Bay. The participants in the affair will be Vice-President Butler, assisted by Supt. McDougall, and H. J. McCann, Supt. of Stores. Though the latter is a fighter he will in this instance quietly take what the RECORD believes to be his det sets and submit to being kicked up. If the reports turn out correct then the RECORD will be able to affirm that wisdom and foresight did not step out when the present management of the big company stepped in.

A writer in the Halifax Herald signing himself J. T. Smith, Amherst, a bumptious chap, sets out to show that he is entirely ignorant of coal mining conditions in Nova Scotia, and has succeeded beyond peradventure. The probability is that J. T. Smith is interested in some of the little seams in the Maccan district. The RECORD has heard of some Cumberland Smiths in the past and perhaps J. T. is of the number. In proof of his wisdom he says there is no comparison between the Maccan mine and Mahon, as the latter was flooded. Thou fool. If money had not been thrown away at Mahon there would have been sufficient to prevent the inflow of water, or to do a little pumping and repairing if it had got in. Smith doesn't seem to know that Mahon was idle, from lack of money, for weeks before the water broke in.

We hear much these days about the high cost of living. The chief plea put forward in the past year for increase in wages was that the cost of necessities made it impossible to live on the wages given. How much is there to this plea. Take the case of the men at Springhill for instance. If men can get along without any wages at a colliery and live on small benefactions, how can they do it if living be high. And if men prefer to remain idle at a colliery for a year and a half, when they could obtain good work and wages elsewhere, how can they do it if living be high. One is apt to conclude that the cry of the cost of living needs some explanation.

Says the News—Sentinel:

Mr. Butler is expected in Springhill again next week, but it is stated on the best authority from the local headquarters, that he has no intention of meeting a committee of the men. So the battle will go on, and a great many people in Springhill will be glad, because having become Lotus carers once, there is no very ardent wish on the part of a good many to return to the muscular activities of life again.

Picketing was resumed in town again on Thursday, after a respite of two or three weeks, and on the same day the Co. had new papers served on some of the more active U. M. W. workers on a charge of contempt of court in violating an anti-picketing injunction granted in Halifax some five or six weeks ago.

Misfortunes seldom comes singly. Just as the Nova Scotia Steel and Coal Company were recovering from the effects of the burning of the No. 1 Compressor came the calamity at No. 3 involving the loss of eight lives. This is the worst accident that has occurred in C. B. in half a century. An explosion occurred at 4 p. m. on Tuesday in the lower portion of the pit, somewhere between No. 12 and 14 levels. Five of the men killed were single and three married. Of the eight three were deputies and five shiftmen. The pit had been idle for two or three days on account of the holidays. The explosion was violent, but confined to a limited section of the mine, and was not followed by fire. Preceding or accompanying the explosion occurred heavy falls in the roadways which crushed and killed half of the number and cut off the escape of the others. These falls hindered for a time all attempts to locate the bodies of the overmen. Near to Ferguson's body, which was the last discovered, were picked up the top and bottom parts of a safety lamp. One statement has it that the gas put out the light and Ferguson endeavored to relight it. The other is that from some cause his light went out and not suspecting gas, as none had ever been reported in the mine, he opened his lamp and struck a match, which set off the gas. With the scanty evidence to hand the latter is the theory the RECORD is inclined to accept, for reasons which must be obvious. A question which the inquest may decide is: "Whether the explosion caused the falls or the falls were the occasion of the explosion.

Thomas Cantley hurried to the scene from New Glasgow and was in the pit for hours, as was also T. J. Brown and other of the officials.

It is a pity some of the papers gave so lurid and exaggerated accounts of the catastrophe, the accident in all conscience is bad enough, the grief of the bereaved acute enough without the addition of highly colored fictitious descriptions of scorched bodies and mutilated remains, and without the narration of incidents that never happened and interviews that never took place.

AROUND THE COLIERIES.

Mr. J. T. Smith of Amherst has written to the Halifax Herald on the "Maccaan" areas. His style is under the manner of an Amherst lawyer trying to bully a J. P. in a Scott Act case.

Sydney has got the reputation of being a dear place to live in. Well it is a little dearer than some places, but it is not quite so hard pushed as Amherst, and is a good deal cheaper place than Halifax; that is, in regard to farm products, fish and certain other requisites.

Had the accident not occurred at Sydney No. 3 it was the intention of the Nova Scotia Steel & Coal Co. to lay the colliery up for the better part of this month for a general reintegration. The accident may lead to a modification of plans, so that any cessation of work may not be attributed to it as the cause.

The firm of J. W. Cumming and Son, New Glasgow, famous as makers of miners tools, did a splendid trade during 1910. Their specialties have taken well in the West as well as in the East. A number of car loads of their wares went out West last summer and fall and these will be followed by more. The prospects of the firm are excellent for this year. Young Cumming is a hustler.

In British Columbia, where the U. M. W. claim to be strong and to be leading the miners to El-dorado, the death rate from accidents in mines for the ten years 1899 to 1908 was 9.21 per 1,000 men employed. In Nova Scotia, the land which the U. M. W., aided by McLaughlan, came to emancipate, the death rate for the same period was 2.67 per 1,000. Of course while the figures show Nova Scotia to be far in front of British Columbia it is still far behind Britain, where the fatal accident rate is only 1.29 per 1,000.

The table of fatal accidents in the Labor Gazette is not wholly to be depended upon. For instance one killed by being run over by a coal train and who was neither a trainman nor a miner is placed in the mining list. Agriculture is debited with the death of a farmer who fell down the cellar stair. If the farmer was engaged putting farm produce in the cellar or taking produce for market from it, the placing of his name on the table is correct, but if he was doing house chores, getting wood for the fire or such like then his name should have been omitted from the list.

Like the brook, men and managers may come and go, but the Greenings, of the big wire works, Hamilton, go on, if not forever, then without break. There are four generations of Greenings now in connection with the works, Nathaniel, who started the business in England, Benjamin, who set the wheels in motion in Hamilton, Ont.; S. O. Greening, the President of the Greening Wire Co., and H. B., the youthful managing director. And as the members of the family increase so do the works grow and the business extends.

There will be no future use for mineral rods in Nova Scotia. A J. T. Smith of Amherst has a mineral eye which enables him to locate coal seams and declare their depths to within fourteen days boring. The only defect noticeable in the "eye" so far is that it magnifies the coal, and minimises the strata.

The Montreal Witness, who in the past has been inclined to be a little conservative as to price, has determined to follow the practice of some of its big contemporaries and make the price for the Daily Witness one dollar a year, and for the Weekly only fifty cents. It may not be said that there is in Canada an out and out independent newspaper, but the Witness comes as near the ideal as practicable. It is ably edited, and very frequently the "letters to the editor" afford instructive and interesting information, and are as outspoken as the Witness itself.

A Mr. Isern of Springhill, talking to the St. John Globe said that he did not know how they managed it, but the people seemed to be able to live on the amount, that is the dole, they get from the U. M. W., which amounts in the case of single men to about \$3.00 a week, and of married men from \$4.00 to \$6.00, according to the number of children in a family. Mr. Isern should not have said they were able to live on that amount, for it takes away a forcible argument from the workmen who often quote high cost of living as a reason why they should receive higher wages. Notwithstanding what Isern says the RECORD is of opinion that living at the present time costs high and the fact that the Springhill men can get along on a few dollars a week is an object lesson in frugality and thrift, and shows how much workmen could lay by if so minded.

The RECORD is in receipt of a communication from one who is a miner and claims to be 'a friend to the workers 'in wisdom', suggesting or rather asserting that the present condition of affairs at Springhill is due to the incapacity and unwisdom of the Ruling Committee. These cannot lead the men in a right and manly way. If the Company would make a fair settlement there are fifty men ready to start work. The tyranny of the understrappers has been a source of trouble. The correspondent suggests an agreement equitable to all concerned for a term of years, this to be in writing and to contain no hint of recognition of the U. M. W."

The RECORD has known for sometime that many of the men would like to resume work but are restrained from fear of the leaders and some boys. The RECORD might have sympathy with these if we could understand how able bodied men, good workmen and generally industrious, can be bamboozled by men who would shrink an honest days work so long as they can feed on the bread of charity. Apart from the leaders is there a sane man among the Springhill strikers who really believes that the U. M. W. are spending thousands for the pure love of the brethren. O for men, with the spirit of the men of the eighties, who could fight but who also could reason.

(Continued from page 14.)

months of the year, it was scarcely to be hoped that 1910 would make so fine a showing.

The prospects for 1911 are most promising. Should no untoward event arise, 1911 should go as far ahead of 1910 as 1910 ahead of its predecessor.

A word as to Springhill. Some say the writer is in favor of the capitalists. That may be, but does not prevent him being friendly to the industrious and well behaved workmen. There are still friends left to him in their ranks, and to those at Springhill I have a word to say, even though my motives be misconstrued. Some think that the advent of the Dominion Steel Corporation to Springhill means an early and amicable settlement of the strike. I believe it means an early settlement; as to the other, that has to be seen. Depend upon it, the corporation did not secure the Springhill property to work it at a loss. If the men now idle remain so much longer, or obstruct those now at work, then, like a thunder clap will come the order to cease operations and hill is in the balance. This is a time for the exercise of prudence and wisdom and the suppression of all false pride.

WHITE DAMP AND BLACK DAMP.

White damp is the gas most feared by the miners, as its properties render it difficult to detect, as much mixed in the proportion of about one part gas to nine parts air is called "fire damp," and becomes explosive to a degree hard to realize unless one has seen its effects. Black damp, unlike white damp, is heavier than air, a non-explosive gas, which may be detected by its peculiar odour. Again, unlike the other, its effect is to suffocate and extinguish fire. This gas is so heavy and moves with such a sluggish flow that occasionally, when miners have been trapped in a mine following an explosion and have detected the black damp creeping in upon them by its smell, they have been able to stop its advance by erecting dams or barricades along the floor, building them higher as the volume of gas increased, and keeping the air within their little inclosure comparatively by rude improvised fans. Following an explosion, these two gases became mingled, and form a mixed gas possessing all the dreaded qualities of each which is known as "after damp," and it is this mixture of gases which destroys any life that may remain following a mine disaster.

Says the News and Sentinel. - "There has been considerable discussion in Springhill over the statement in the News last week that the men could of had a conference with General Manager Butler when he was in Springhill on his first inspection visit some two or three weeks ago. In official circles there is considerable disposition to say that the statement was not correct, while in the ranks of the U. M. W. there is a disposition to hide behind the excuse that if Mr. Butler wanted to meet the men he should have sent notice to that effect. Whatever may be said either one way or the other, one fact remains and can be proven if need be, that if the men on strike had requested a chance of meeting Mr.

Butler when he was in Springhill, the opportunity would have been given, and there is no doubt that much headway could have been made towards a settlement of the strike.

The telegram from Montreal by Mr. Rhodes was authoritative in every sense of the word, and while he stated that it was not his place to advise the men yet he did suggest to Mr. Watkins in the most urgent words possible that he hoped an effort would be made to get in touch with Mr. Butler and see what could be done. There is nothing more that need be said about the matter now than this, that a fine opportunity was lost for the men to present their grievances to the new management, and that such an opportunity may not occur again for many a day."

The police are not on the sent of the miscreants involved in the murder of the three policemen at Houndsditch, and from the latest sensational discoveries in a house in Gold street, Stepmey, it would appear that they are succeeding in rounding up an expert and murderous gang of foreign horsebreakers.

The house which has been raided, and which gave up, as spoils to the police, acids used in the manufacture of explosives, a long sheath dagger, magazine pistol, Mauser dum-dum bullets, revolver cartridges, etc., is said to be the residence of the man Gardstein, now dead, and whose real name is supposed to be Poloski Mormountzeff. This seizure is one of the greatest importance, and suggested that the Houndsditch attempted burglary, with its terribly tragic ending was merely an isolated incident in an extensive predatory programme arranged by alien robbers and assassins.

Steam Goods Department.

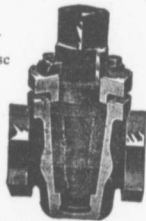
**Any Power Plant Device
Can be Supplied by Us.**

Our Stock of Steam Goods is the largest in Canada. Valves, Fittings, etc., can be supplied from stock, thus avoiding costly delays. Keep in touch with us, so that when that "breakdown" job comes along you will know where to get Quick Deliveries and Quality Goods.



-SPECIALTIES-

Fairbanks Renewable Disc
Globe Valves
Gate " "
Check " "
Pratt and Cady Asbestos
Packed Blow-off Valves
Foster Reducing Valves
Geipel Expansion Traps
Damper Regulators
Flexible Metal Hose
Steam Gauges



The Canadian Fairbanks Co., Ltd.
St. John, N. B.

FAIRBANKS SCALES—FAIRBANKS-MORSE
GAS ENGINES SAFES AND VAULTS,

THE FOLLY OF BRINGING COALS TO NEWCASTLE.

Huge Dump of the Montreal Gas Co'y on Fire.

People Suffering from the Fumes and
Poisonous Gases

This Cheap Coal will be very Costly.

THE COAL IS NOT FROM NOVA SCOTIA BUT IS IMPORTED AMERICAN SLACK.

If fire occurred in a heap of the Nova Scotia coal sent to Everett the Boston papers would announce the fact with fancy flourishes and flowery headlines. The RECORD's columns are unsuited for display type, therefore we have to be content with the above modest heading.

Whatever advantages the imported American slack may have over Nova Scotian they are far more than offset by the big disadvantage that it is subject to spontaneous combustion and that is a serious, and as in this case, a costly item. It strikes us that Nova Scotia coal would be more profitable to the Gas Co'y. in the long run.

The Montreal Star, referring to the fire, says:— "This place (the dump) is in the vicinity of the gas plant of the Montreal Light, Heat and Power Company. Residents there have complained to the city health authorities of the nuisance of the smoke and gas fumes arising from the coal dump.

"A representative of the Star visited the place and found the conditions were very bad. The coal dump is of huge dimensions, extending about sixty feet parallel with Ontario street and more than one hundred back along de Levis street, while it is some twenty-five feet in height. Here and there the fire is perceptible, and from the summit there rises a blinding, choking smoke, which permeates the houses in the immediate neighborhood and constitutes a grave danger to health.

"One of the men engaged at the works, when questioned about the matter, 'guessed' that the fire had been among the coal 'for about a month.' A gang of men were removing the coal by shovelling it into a relay of carts, and the men and teams are said to be engaged on this labor night and day. The company is also said to have engaged the services of firemen on two occasions in attempts to subdue the fire, and the employees turn on water from a line of hose pipe when the fire becomes demonstrative at any particular point of the dump."

WHO IS NATIONAL PRESIDENT?

Two or three weeks ago came the announcement that John P. White of Iowa, who was supported by the Mitchell faction, had ousted Lewis from the presidency of the U. M. W. Later this announcement was contradicted and the assertion made that Lewis had been elected by a plurality of, as different reports had it, from 4,000 to 40,000. The friends of John Mitchell and J. P. White still maintain that Lewis is out and White in. White had the support of the turbulent Illinois section, and some figures are going the rounds which tend to show that his friends have grounds for their belief that he will be National President next year. The United States operators would much prefer to have Lewis than

White. Our hope is that White is elected, for while Lewis is probably the more moderate and cautious man, his interference in the affairs of Nova Scotia shows that he lacks penetration or that he thinks of Lewis first. He has made a mess of things in Nova Scotia. The money of the poor Slavs, Poles and Hungs, who constitute the largest proportion of the membership of the U. M. W. has been lavishly scattered in vain, and while depleting the treasury at Indianapolis, has undermined the manliness of the beneficiaries of the foreign society. Little wonder that those things which tend to the comforts, the social position and the morals of the U. M. W. members in the U. S. have been overlooked. The warring factions have no time to devote to the things that are of benefit to the union. In order to strengthen their following they have to devote their time to forging big promises of big wages and declaring war against the greedy grinding operators.

A CONTEMPLATED MINE EXPLOSION

The United States government has been fully awakened to the necessity of preventing if possible so great loss of life in the coal mines of that country, as will be gathered from the following from a U. S. paper:—

"The bureau of mines is preparing to touch off an explosion in a real coal mine to demonstrate the explosibility of coal dust.

Some say that the government experiments at Pittsburgh have only a theoretical value because they are conducted in a steel tank and not in a mine. The government is trying to hammer into the heads of the doubters that it is coal dust, not gas, that causes the most terrible mine disasters. They will buy a mine and blow it up to prove it.

The experimental explosives will have all the characteristics of the real disaster without the usual loss of life, for there will be no one in the government mine when the dust explodes. When the poisonous gases have been driven out the experts will enter and study the effects of the explosion.

Scientists have long known that the dust of coal, wood and grain is explosive; it is only within three years that they have discovered that coal dust as an explosive is powerful as dynamite. It is now known the destruction of the Washburn and five other flour mills of Minneapolis May 2nd, 1878, was caused by a dust explosion.

It has been determined beyond doubt that the Monongah horror, the most terrible in history, was caused by coal dust. In all, 1,148 men lost their lives by dust explosions in 1907, and 469 in 1908.

The dust may become so thick in the air that it becomes explosive. A heavy blasting charge or a crossed electric wire may touch it off. As the flash travels, slow at first, it begins to stir up dust. In a few seconds the flame is travelling at a tremendous rate, sometimes nearly a half a mile a second. Ahead of it is pushed a tornado of whirling air, raising a thick train of dust for the flame to feed on. Its passing lasts only an instant, but that twinkling of an eye will turn a solid facing of coal into yoke half an inch thick. The heat sometimes reaches 5000 degrees.

Heretofore mine owners have attributed all explosions to free gas in the mine. The scientists now know the gas explosion is far less to be dreaded by the miner than the dust explosion."

EXPLOSIVES

OF EVERY
DESCRIPTION.

BEST QUALITY ONLY.

Dynamite,

Gelignite,

Gelatine Dynamite,

Blasting Gealtine.

**PERMITTED
EXPLOSIVES**

Bobbinite, Curtisite,



CHEDDITE,

(Does not Freeze or Exude)

Blasting Gunpowder,

Compressed Pellets,

For use in Gaseous mines.

Suitable for all Kinds of Work

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 & COY

Clyde Patent Wire Rope Works,

Rutherglen, Glasgow, Scotland.

Codes, A B C (4th & 5th Eds)
A. L. Lictors 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.

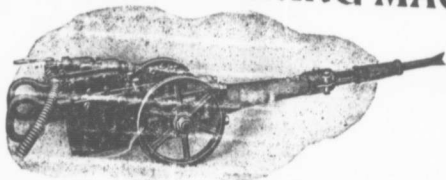
Agents in New Brunswick:—W. H. Thorne & Co., Ltd., Saint John.

—Different Sizes and Qualities kept in Stock—

THE H. H. COAL MINING MACHINE.

Built in several sizes to meet various requirements.

Almost entire absence of repairs.



Simple, Durable, and Effective. Will run with less Air than any other machine. Will run successfully with high or low pressure.

HERZLER & HENNIGER Machine Works, (Incorporated,)
BELLEVILLE ILL., U. S. A.

CANADA FOR THE CANADIANS! "DOMINION" WIRE ROPE

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		STATIONS.	EASTBOUND	
Superior Dir.	Interior Dir.		Superior Dir.	Interior Dir.
55	51		52	52
P. M.	A. M.		P. M.	A. M.
8 25	10 40	P. TUPPER JUNCTION	8 45	11 00
8 37	10 52	INVERNESS JCT.	9 05	11 11
8 50	10 15	PORT HAWKESBURY	4 08	11 20
	10 07	PORT HASTINGS	4 13	
	9 57	TROY	4 25	A. M.
	9 44	CHERUNSHI	4 36	
	9 27	CRAIGMORE	4 50	
	9 08	J. DIQUÉ	5 05	
	8 55	CATHERINES POND	5 18	
	8 41	PORT HOOD	5 33	
	8 28	GLENCOE	5 58	
	8 21	SABOU	6 23	
	7 50	GLENDYKE	6 48	
	7 40	BLACK RIVER	6 58	
	7 25	STRATHLOUNE	7 10	
	7 12	INVERNESS	7 15	
	6 55			
	A. M.			

CAPELL VENTILATING FANS.

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

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

I. MATHESON and COMPANY, Limited.

NEW GLASGOW, ENGINEERS. 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.

Makers of

HIGH GRADE MINING ROPES

Agents for Nova Scotia :

The GENERAL CONTRACTORS SUPPLY CO.,

Halifax,

Nova Scotia.

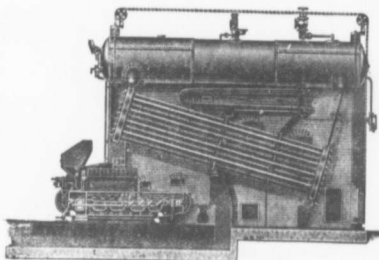
Testimonial from Carron Co., Carron, Stirlingshire, N. B.

"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 3,440 yards long, $3\frac{1}{2}$ " cir., Galvanized Best Plough Steel.

BABCOCK & WILCOX, Limited.

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



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

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

Also, Steam Superheaters,
Mechanical Stokers, Piping,
Coal Handling Machinery
and Electric Cranes.

Text Book, "STEAM," sent on request.

Head Office for Canada:—

St. Henry, Montreal

TORONTO Office, Traders' Bank Bldg.

A. & W. MacKINLAY

LIMITED

Rule and Print Special Blank Forms for Mining and other Industrial Corporations. BLANK BOOKS ruled to pattern and made in any style of BINDING.

Loose leaf supplies of all kinds made to order.

135 to 137 GRANVILLE STREET,

HALIFAX, N. S.

JERSEY - LILY - FLOUR.

Best all round flour on the market.
Uniform in quality. Every barrel

can be depended upon. This flour can
only be had in Cape Breton at the stores
of the Dominion Coal Company.

AIR COMPRESSORS

ROCK DRILLS

HAMMER DRILLS

RAND CLASS "R. P. 2"**Duplex POWER DRIVEN Air Compressors.**

Enclosed dust proof frames form a reservoir for oil which is carried by a flood lubricating system to all important bearings; bearing sizes are increased beyond any previous design, and friction is reduced to the minimum.

Large ported air cylinders insure greatest efficiencies at high speed.

CANADIAN RAND CO., LIMITED.**Commercial Union Building, MONTREAL, QUE.**

Offices at: Montreal, Halifax, Toronto, Cobalt, Winnipeg, Rossland, Vancouver.

PLUG DRILLERS.

CORE DRILLS.

COAL CUTTERS

THE
BOILER INSPECTION & INSURANCE CO.
OF CANADA.

(COMMENCED BUSINESS 1875.)

Head Office: Continental Life Building, Toronto.

Issues Policies of Insurance after a careful inspection of the Boilers, Covering
ALL LOSS OR DAMAGE TO PROPERTY
and Loss resulting from
LOSS OF LIFE AND INJURY TO PERSON,
caused by **STEAM BOILER EXPLOSIONS.**

ASSETS FOR THE SECURITY OF POLICYHOLDERS, \$4,244,438.53

JOHN L. BLAIKIE, President.

H. N. ROBERTS, Vice-President.

A. M. BONNYMAN, Inspector, Amherst, N. S.

AGENTS: FAULKNER & CO., Halifax, N. S.

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
Unequaled for Durability and Power Transmitting Qualities.

—MANUFACTURED BY—

The Gutta Percha & Rubber Mfg. Co. of Toronto, Limited.

Branches:—Montreal, Halifax, Winnipeg Vancouver

Head offices, 47 Yonge Street Tor

EDGE & SONS, LIMITED.

CABLES: "EDGE" Shifnal
CODES:—A.B.C. 4th. Edition.
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.

MARITIME COAL, RAILWAY, & POWER CO.

Miners and shippers of

CHIGNECTO

High Grade

—AND—

JOGGINS.

STEAM

AND

Domestic

COAL.

Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Colliers:—CHIGNECTO and JOGGINS.

Power Plant, CHIGNECTO, N. S.

DAVID MITCHELL, General Manager, MACCAN, N. S.

The BROWN MACHINE COY.

New Glasgow, N. S.

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.

DRUMMOND

COAL

High Grade Fuel
for Steam Domestic and General
Purposes.

COKE

From Coal Washed by Latest Process
Growing more popular daily—and considered to
give as good results for Foundry purposes
as the United States Article.

FIRE CLAY

of Fine
Quality

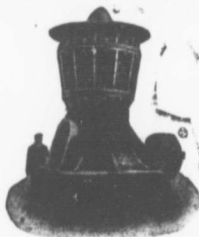
FIRE BRICK

Better than
Scotch seconds for
Ladle lining etc.

SHIPMENTS BY RAIL OR WATER.

INTERCOLONIAL COAL MINING CO., LTD.
Westville, Nova Scotia.

HADFIELD'S STEEL Foundry Co. Limited SHEFFIELD



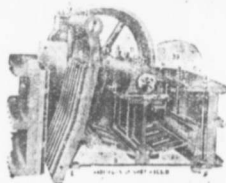
PERFECT GYRATION
STONE CRUSHER



CAST STEEL
BRONZE BUSHED
SELF OILING.

WHEELS & AXLES

WE MANUFACTURE
CRUSHING ROLLS
ELEVATORS,
and Gold Mining Requisites.



HADFIELD'S PATENT

JAW CRUSHER

(Solid Steel Construction)

The Parts which are subject to Excessive Wear are made of
Hadfield's Patent 'Era' Manganese Steel.

Sole Representatives of the Hadfield Steel Foundry Company, Limited Sheffield, for Canada.

PEACOCK BROTHERS, 68 Beaver Hall Hill, MONTREAL

MARITIME MINING RECORD.

ISSUED ON SECOND AND FOURTH WEDNESDAY MONTHLY.

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.

The Record is always consulted on all subjects, and its advertising columns are carefully scanned by Directors, Managers, and Purchasing agents.

Advertising Rates are Moderate

AND FORWARDED ON APPLICATION.

Every Coal Company of any standing a patron of **The Record.**

North Atlantic Collieries,

LIMITED.

Mines and Loading Piers, Port Morien, C. B.

Miners and Shippers of **Cow Bay Basin Coals.**

EXCELLENT FUEL FOR

Domestic, Steamship
and Railway Use.

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.

Head Office, Halifax, N. S.

Mines Office, Port Morien, C. B.

CUMBERLAND

RAILWAY AND

COAL COMPANY.

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.	75.29 %	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

BEST COAL FOR
DOMESTIC CONSUMPTION.

IN Lots To Suit Purchasers.

BEST GAS COAL

Mined in the Province.

Mines
SPRINGHILL

N. S.

Head Office
MONTREAL

**NOVA SCOTIA STEEL & COAL COMPANY,
LIMITED,**

MANUFACTURERS OF

 **STEEL** 

**MERCHANT BARS,
SHEETS AND PLATES**—From 12 gauge up to 1 inch thick. Any Widths
up to 50 inches.

HEAVY FORGINGS, HAMMERED SHAFTS

... NOTHING REQUIRED IN CANADA TOO LARGE FOR US. . .

Steam and Electric Car Axles

Fish Plates and other Railway Materials

Tee Rails - 12, 18, and 28 lbs per yard

Scotia Pig Iron for Foundry Use.

Also MINERS and SHIPPERS of

The Famous Old Mines "SYDNEY"

COLLIERIES .
SYDNEY MINES

COAL

SHIPPING PORT
NORTH SYDNEY.

An Unsurpassed Evaporating Coal.

**Highest in Carbon, Lowest in Ash,
Unrivalled Facilities for Bunkering at North Sydney.**

The Best House Coal.

The Best Steam Coal

QUICK DISPATCH LOADING—BEST RESULTS STEAMING
Two points that always appeal to Shipowners.

—SAILING VESSELS LOADED PROMPTLY.—

For Prices and other Particulars, apply to.

Head Office, New Glasgow, N.S.