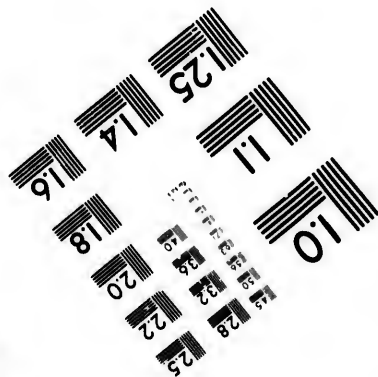
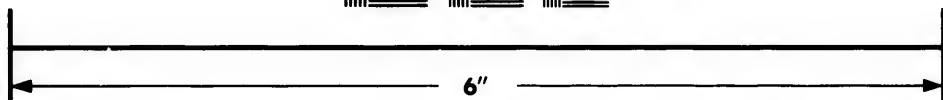
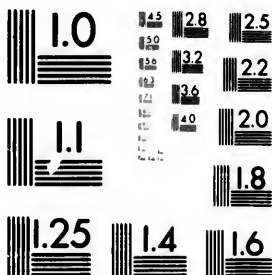


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

13 128  
16 132 125  
18 22  
20

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**

101  
571



**Canadian Institute for Historical Microreproductions**

**Institut canadien de microreproductions historiques**

**1980**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/<br>Couverture de couleur  | <input type="checkbox"/> Coloured pages/<br>Pages de couleur   |
| <input type="checkbox"/> Covers damaged/<br>Couverture endommagée  | <input type="checkbox"/> Pages damaged/<br>Pages endommagées   |
| <input type="checkbox"/> Covers restored and/or laminated/<br>Couverture restaurée et/ou pelliculée  | <input type="checkbox"/> Pages restored and/or laminated/<br>Pages restaurées et/ou pelliculées  |
| <input type="checkbox"/> Cover title missing/<br>Le titre de couverture manque   | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/<br>Pages décolorées, tachetées ou piquées   |
| <input type="checkbox"/> Coloured maps/<br>Cartes géographiques en couleur   | <input type="checkbox"/> Pages detached/<br>Pages détachées  |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/<br>Encre de couleur (i.e. autre que bleue ou noire)   | <input type="checkbox"/> Showthrough/<br>Transparence  |
| <input type="checkbox"/> Coloured plates and/or illustrations/<br>Planches et/ou illustrations en couleur  | <input type="checkbox"/> Quality of print varies/<br>Qualité inégale de l'impression   |
| <input type="checkbox"/> Bound with other material/<br>Relié avec d'autres documents   | <input type="checkbox"/> Includes supplementary material/<br>Comprend du matériel supplémentaire   |
| <input checked="" type="checkbox"/> Tight binding may cause shadows or distortion<br>along interior margin/<br>La reliure serrée peut causer de l'ombre ou de la<br>distortion le long de la marge intérieure  | <input type="checkbox"/> Only edition available/<br>Seule édition disponible   |
| <input type="checkbox"/> Blank leaves added during restoration may<br>appear within the text. Whenever possible, these<br>have been omitted from filming/<br>Il se peut que certaines pages blanches ajoutées<br>lors d'une restauration apparaissent dans le texte,<br>mais, lorsque cela était possible, ces pages n'ont<br>pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata<br>slips, tissues, etc., have been refilmed to<br>ensure the best possible image/<br>Les pages totalement ou partiellement<br>obscurcies par un feuillet d'errata, une pelure,<br>etc., ont été filmées à nouveau de façon à<br>obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:/<br>Commentaires supplémentaires:  |  |

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
						✓					

The copy filmed here has been reproduced thanks to the generosity of:

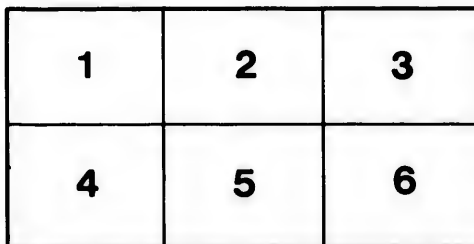
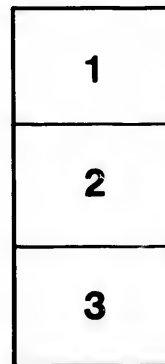
The Nova Scotia  
Legislative Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

The Nova Scotia  
Legislative Library

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata  
to

pelure,  
on à



32X

Canadian · Colliery · Guardian · Series.

NO 1.

CHEAP and RAPID COALING

IN

NOVA · SCOTIA.

Reprint from "The Canadian Colliery Guardian and Critic."

NS  
338.2  
C

PUBLISHED BY

THE CANADIAN COLLIERY GUARDIAN COMPANY, LTD.

HALIFAX, NOVA SCOTIA.

NS  
338.2  
C

# DOMINION COAL CO.

LIMITED.

OWNERS  
OF THE...  
VICTORIA,  
INTERNATIONAL,  
CALEDONIA,  
RESERVE,  
GOWRIE,  
LITTLE GLACE BAY,  
OLD BRIDGEPORT and  
GARDNER COLLIERIES



OFFER FOR SALE....

SCREENED,  
RUN-OF-MINE  
and SLACK



# COAL.

For Prices and  
Terms, etc.,  
apply to...

DOMINION COAL CO., Limited,

95 MILK STREET, BOSTON.

or to

M. R. MORROW, Selling Agent,

50 Bedford Row, HALIFAX, NOVA SCOTIA

1414

The  
owners  
the use  
cheaply  
descript  
now com  
more at  
informa  
are very  
channe  
river, i  
being  
busines  
the tra  
their a  
toward  
of Eur  
be am  
bunke

H

## INTRODUCTORY.

---

The following sketch is presented to the British and continental ship-owners with the belief that it is profitable to know of coaling stations, by the use of which steamers frequenting the waters of the Atlantic ocean can cheaply, rapidly and conveniently obtain supplies of bunker coal. A brief description of Nova Scotia is included, because, as a rising country, even now contributing largely to the wealth of the world, it is exciting more and more attention among shipowners, investors and speculators. The contained information will be found valuable. It is recommended to all—and there are very many such—who are finding out that some of the old profitable channels of trade are drying up. Cape Breton, in the heart of a great river, into which the entire European commerce of the continent is steadily being deflected, can no longer be neglected or ignored by a nation of business men like the British. Her coal-fields have a direct influence upon the trade and industries of the British empire, are thoroughly Imperial in their aspects, and, stretching out beyond all other portions of the continent towards the old world, seem to invite the patronage and economic enterprise of Europe. This short sketch is destined to hasten this, and the writer will be amply repaid if, through the medium of the following columns, the bunker business, as a direct case in point, more rapidly expands.

AUTHOR.

Halifax, March, 1894

## Cheap and Rapid Coaling.

---

Nova Scotia is a remarkable country. Around her coasts are the richest deep sea fisheries of the North or South Atlantic, whence both Americans—with the permission of Canada—and Canadians draw quantities of fish which would astound many. Upon the shores washed by these waters—rich in fish of all descriptions—are the great and only collieries upon the coast of the Atlantic Ocean from the Arctic Regions to the extreme south of South America. They are close to tidal harbors, out of which increasing quantities of coal are annually carried—the produce of miners, better paid than almost any in America. At no distance from these collieries are the forges, rolling mills and blast furnaces, whence issue the machinery which in part reaps the golden harvests and turns the sod of the North-Western Provinces. It was Nova Scotia that gave to North America her first railway; to the world, a man named Edison, whose son astounds the world with his marvellous inventions; and bunkered the first Atlantic steamer, a Canadian vessel called the *Royal William*, whose priority is jealously denied. Her infinite resources, excellent railways, superb climate, regulated by the Gulf Stream like that of the British Isles, and a magnificent race of men to cooperate with the prudent speculator are all now attracting active notice, and the Province is being seized upon both in the United States and Great Britain as the latest field for the lucrative and secure investment of the accumulating idle capital of the hour. A word or two more descriptive of the country may then be inserted without plague to the reader. Nova Scotia proper is connected with the mainland by a narrow strip of land named the Isthmus of Chignecto, across which a ship railway is in course of construction, for the purpose of transferring loaded and light vessels from the St. Lawrence to the Atlantic, via the Bay of Fundy, instead of via the long and often stormy passage around the Nova Scotian coast. From the isthmus for many miles the country is flat, of inexpressible fertility, and all reclaimed from the Bay of Fundy waters by large dykes, similar to those of the Dutch, by the old inhabitants of the country, the Acadian or French settlers, who were expelled by the English conquerors for repeated rebellion and disloyalty. From this historic incident sprang Longfellow's immortal poem upon Gabriel and Evangeline. Nova Scotia, or Acadie, as the French termed it, is the Land of Evangeline, and through its glorious scenery Longfellow's tourist countrymen pour during the summer months in ever increasing numbers. From these rich Acadian marsh farms down to Yarmouth, upon the south-west end of Nova Scotia, the country is a veritable garden, and the apple orchards of the valleys of Annapolis and Cornwallis

are a s  
Scotia  
in Am  
and gr  
manuf  
finest  
the tra  
its we  
fascin  
inence  
power  
neares  
is into  
Scotia  
on all  
equip  
of m  
in or  
clam  
for l  
uniqu  
mom  
north  
Fren  
batter  
whic  
clust  
Erie  
St. I  
will  
of th  
shor  
Alre  
Law  
navi  
natio  
exte  
add  
Bret  
cons  
rev  
man  
solv  
map  
On  
in f  
tish



are a source of unusual wealth to the fruit-growers. The cities of Nova Scotia are, Halifax, the capital, one of the wealthiest and most English towns in America; New Glasgow, the scene of forges, steel works, blast-furnaces and great general enterprise; Amherst, the site of great engineering and manufacturing activity; Yarmouth, a seaport, from which hail some of the finest of Britain's colonial steamers. From Yarmouth, too, hail craft which the traveller finds in widely scattered ports of the world. The town, with its wealth, elegant residences, and fine streets, equipped with electric cars, is fascinating and unique. Then come the Sydneys, rapidly rising into prominence as economical coaling ports, and Louisburg, where the accumulated power, wealth and science of France tottered to a fall—the key of Canada, nearest port to Europe, and an ice-free coaling station—of which this paper is intended to bear testimony. What country is better situated than Nova Scotia for trade, industry, and the commerce of the deep sea? Surrounded on all sides with water, which penetrates into the very bosom of the Province, equipped with coal in quantities, which must be reckoned by the thousands of millions of tons, inexhaustibly rich in ores of iron and fluxes, wealthy in ores of gold, with a country behind her young, active and vigorous, clamoring for her produce, and every Province in New England languishing for her cheap coals, she stands prominently forth to-day the most unique country attached to the British connection. Let the reader reflect a moment upon the astonishing position of this Province, with her insular north-westward extremity—that oft sung “*Ille Royale*” of the vanquished French pioneer! In the heart of the mouth of the St. Lawrence stands a battery of collieries, entirely surrounded by water, a pivot coal-field, around which the trade of the continent of America towards Europe, is silently clustering. How is this? Witness the decline of traffic upon the American Erie Canal, coincident with which is a phenomenal rise of tonnage in the St. Lawrence, which is the alternative outlet—three new steamship lines will run into the St. Lawrence this summer—remark the capture of the trade of the Orient by the Canadian Pacific Railway, with its lower grades, shorter routes, free from expensive ferries as via San Francisco overland. Already the commerce of Australasia and England is circulating in the St. Lawrence; every grain emporium, except Chicago, which is the head of navigation for the St. Lawrence, is on the down grade, and the American nation, as Benjamin Butler predicted, is now looking to the north for an extended sphere of industrial, commercial and agricultural enterprise, which, added to all the foregoing, is exercising an enormous influence upon Cape Breton and the Province as a whole. Augmenting the demand for coal for consumption in the furnaces of Anglo-American ships of commerce, this revolution of trade routes is also creating an increased demand for coal for manufacturing purposes, and Canada should be on the eve of witnessing the solving of a great problem, *i. e.*, the export of Cape Breton coal through her magnificent and strategic canals into the thousand cities of the peninsula of Ontario. Coincident with this, like tidal waves, a great revulsion of feeling in favor of Canada and appreciative of Nova Scotia, is flowing across the British Isles, and the States of the American Republic, and as remarked at the

outset, Canada, including Nova Scotia, has at length been selected as the securest field for the investment of the accumulating capital of the hour. All this is of importance to the British tonnage owner, and is a warning to him to watch the progress of Canada, for upon the ocean steamship Canada absolutely depends for much that is to come. Consequently, we have chosen him as the recipient of our first message in pamphlet form. "Lesson" would be the more appropriate phrase, for it is an astonishing fact that the superior advantages of Canada are little known to him. It is not within the space limits of the pamphlet to fully corroborate this impeachment of the British tonnage owner, but one subject may be chosen as bearing thereon, viz., "Bunkering" Those who study the British tonnage owner are struck with the peculiar fact that his vessels bound east or west appear to have a marked partiality for American coaling stations. In spite of the fact—the geological and geographical fact—that Canadian coalfields advance into the ocean to meet and intercept British steamships, large numbers of vessels keep on and bunker at some port which is harder to reach and more remote. To quote an instance—when a steamer leaves New Orleans for Liverpool she turns off her course almost at right angles to the direction of her route and steams a considerable distance into Newport for coal, instead of keeping on with some slight modification of her course until she meets the collieries of Cape Breton jutting out into her course. Could anything be more irregular than this? If there is any place along the line of ocean commerce where bunker coals of exceptional quality can be placed on board a steamship, it is in Cape Breton, where the shafts are sunk on the coast, the pits shallow, the coal inexpensively wrought, and harbor dues insignificant.

Writing of these mines, the *London Times*—a journal which has been, up to the present time, indifferent to Nova Scotia—discusses their significance as follows:—

"The full significance of these coal resources to a great maritime power can only be fully understood when we reflect—first, upon the increasing importance of the St. Lawrence as a food route, and secondly, with the exception of what might be temporarily stored at Bermuda and the West India stations, these are the only coal supplies to which British ships have the national right of access in time of war, along the whole Atlantic coast of America."

Although these advantages have existed a long time, it is only now that the business of cheap and rapid coaling is being scientifically developed in the island of Cape Breton. Every description of machinery is being introduced, more powerful plant laid down, and large sums of money expended to place the business upon a footing equal to Newport, or any of the other American coaling stations up to Portland, Maine. At this moment some of the stalths in Sydney harbor are lit with electricity, equipped with patent tipplers, and capable of shipping 12,000 tons of coal per twenty-four hours; other of the piers are being entirely re-modelled, and at the moment of writing 300 men are actively engaged upon one of the most important

piers.  
sections,  
during t  
winter r  
year. I  
a serious  
it floata  
without  
harbor,  
this resp  
the new  
Atlantic  
north-e  
ship ow  
the first  
from th  
enginee  
and un  
seen, e  
the M  
an exte  
that a p  
The re  
been lo  
this st  
remain  
being l  
the Pa  
of pas  
point  
Boston  
in har  
coalin  
some  
in tra  
routes  
Ship  
at on  
any s  
ice in  
below

when  
I ma

piers. A line of rail, well balasted and laid with heavy English steel sections, is almost constructed into Louisburg, and when this is perfected, during the current year, the Cape Breton coal fields will be independent of winter restrictions, such as the drift ice which floats off the coast early in the year. Louisburg is so situate as to escape this ice. The drift ice is at times a serious trouble off the coast of Cape Breton. With a north east wind it floats into the harbors, to such an extent that no vessel can get through without risk of some injury. It seldom lies long, however, in some of the harbors, but both Sydney harbor and Glace Bay harbor are unfortunate in this respect. Not so Louisburg, and in consequence it has been selected as the new station for cheap and rapid, all the year round, coaling in the North Atlantic. The harbor is very spacious, two and a half miles long, from north-east to south-west, very deep, well sheltered and inexpensive to the ship owner in every sense. A rocky point at the entrance to the harbor is the first land sighted from the deck of ocean steamers, just 80 hours run from the British Isles. The boldest and astutest French military and naval engineers of the last century selected this place in preference to Sydney, and under the walls of the most formidable fortress the New World has ever seen, erected at a cost of \$6,500,000, a respectable trade with New England, the Mediterranean, the Gulf of Mexico and Quebec sprang up. To such an extent did this place flourish as a shipping point and military station, that a powerful English Armada was fitted out and hurled against the town. The rest is a matter of history; the ruin and desolation of the place have been long since forgotten; the wealth, population and mercantile marine of this strategic town have disappeared, and nothing but a fishing village remains. At this time, however, the foundations of an important trade are being laid, the Canadian Pacific Railway Co. is connecting the place with the Pacific ocean by telegraph; a short line of rail, anticipatory of a stream of passenger travel, is being surveyed to the Gut of Canso, as a connecting point with the Intercolonial railway system, and the Dominion Coal Co. of Boston are approaching the town with the railway alluded to, besides taking in hand the equipment of the place with plant suitable for cheap and rapid coaling purposes. Connected with eight collieries and coal fields, containing some 3,000,000,000 tons of coal of high evaporative power, the merest tryo in trade matters can see at a glance that this port must—the change of trade routes that is now silently taking place considered—over-shadow Newport. Ship owners may then with confidence recognize Louisburg as a coaling place, at once economical, safe and convenient at all seasons of the year. In case any should doubt the accuracy of our statement that the harbor is free from ice in the winter months, we have sought evidence on this point and present below

EXTRACT FROM THE TESTIMONY OF THE HARBOR MASTER.

LOUISBURG, FEB. 12TH, 1894.

"It is impossible for me to name any time during the winter months when it would be difficult for steamers to get into Louisburg for bunker coal. I may say that during the winters of 1882 and 1883, when the Sydney &

Louisburg Coal Co. was shipping coal at this port, we had steamships here for bunker coal, although these two winters were very severe. Sailing vessels arrive and depart every week during the winter months, most of them belong to the United States."

The practical value of Louisburg being thus made clear, a few words may be written about the quality of the coal which the Dominion Coal Co. intend to ship. Fortunately, there are few coalfields within reach of British or foreign steamships of which more striking testimony has been collected. Much of the evidence to the contrary can generally be traced to parties interested in keeping the Canadian fuel in the background, and in some instances they have been disowned by the compilers, who admit that they prepared the tests from insufficient data. It must then be clear that Cape Breton coal should be considered more fully by the owners of the ever increasing number of steamships which pass up and down the American coast. As early as 1860 the Director of Naval Construction at Brest reported to the Minister of Marine "that the steam power of Sydney coal is little inferior to that of Cardiff," and that of "hurtful sulphur there is but 1.24 per cent., or less than the average in 37 Welsh, 28 Lancashire and 8 Scotch coals."

The following are reports upon one of the best coals shipped from the collieries, now being developed for cheap and rapid coaling purposes:—

Extract from report of Engineer, H. M. S. *Spartan*.

"Very good for generating steam quickly, 3 per cent. of ash, 6 per cent. of clinker, and large quantities of light brown and black smoke."

Trial of same coal in furnaces of steamships plying on the Amazon River. Coal when shipped for consumption by vessels engaged in trading up and down the river is delivered at Para.

"Trial has taken place on board the steamers *Morajo* and *Javary*, and, after a comparison with the others existing in our depot, it shows an economy of 6 per cent. as per Engineer's Journal, and the advantages of keeping the fires clean and producing few ashes."

Certificate from Anglo-American Telegraph Co., dated Halifax, 1st May, 1881—

"This is to certify that the Anglo-American Telegraph Company's cable repairing ship *Minia* has been coaled three times from the mines. I have found it to be the best steaming coal I have used this side of the Atlantic. It is clean, very free from clinker, and easy on furnace bars. I may state I have run thirty-six hours without cleaning fires."

Certificate from J. Swinburne, S. S. *Pouyer Quertier*.

London, January 7th, 1880.

"The coal supplied at Louisburg has given great satisfaction. We found it very quick to raise steam, while the clinkers from it are of no consequence and easily removed from the bars. The collection of dirt and soot in the

combustion  
had pr  
on the  
to be  
The  
because  
short s  
haps s  
valuab  
ocean  
ing are  
at sun  
of ton  
bunke  
Sydne  
An  
extrem  
Halif  
stated  
more  
port.  
find H  
to che  
It  
port o  
in a p  
the p  
the m  
used  
coal  
well  
little  
C  
the c  
It is  
with  
anch  
wate  
the  
the  
mat  
of v  
east  
wea  
Bay  
pro

combustion chambers [was not nearly so great as that from Welsh coal we had previously been using, inasmuch as we never once had to sweep tubes on the passage from St. Pierre to London, whereas before this had frequently to be done. I think it equally as good as English coal.]

This coal has not been specially chosen for consideration here but merely because the tests happened to be put before the writer while penning this short sketch. Some of the coals drawn from the Cape Breton fields are perhaps slightly inferior to this, although others are better, all are exceedingly valuable and suitable for the furnaces of the steamships which traverse the ocean routes between the southern U. S. A. ports and Europe. The following are the rates at which bunker coals are supplied by the coal corporation at sundry points, immediately on steamer's arrival, and we trust that owners of tonnage will make a note of them in their diary:—Average price of bunker coal in the port of Halifax, \$3.10 per ton; average price ditto at Sydney, Glace Bay, Cow Bay, \$2.20 ditto.

Another feature of the coaling stations of the Canadian seaboard of extreme importance to owners of tonnage is that, at one of them, viz., Halifax, there is the largest graving dock in America. It is officially stated that the United States man-of-war *New York*, which draws two feet more water than her designers intended, can only be accommodated at this port. This is especially interesting, as during the winter season steamships find Halifax very convenient for coaling purposes, and may there, in addition to cheap and rapid coaling, obtain superior dock accommodation.

It will be noticed above that bunker quotations are not given for the port of Louisburg. This is because none of the coal companies are as yet in a position to deliver at this time, and will not be until about the end of the present year. It is true that a narrow gauge railway connects some of the mines now being remodelled with the harbor, but such could not be used to much advantage at this time. The only points then at which the coal is shipped are the four points named. Of these Halifax is too well known to require any description, but one or two of the others are so little known that a line or two descriptive may be here inserted.

**Cow Bay.**—This port consists of a large funnel-shaped indentation of the coast of Cape Breton, at the entrance to which is Flint Island Light. It is one of the most approachable harbors on the eastern seaboard, and within the limits of the bluff headlands a fleet of vessels could ride at anchor. The anchoring ground is said to be most secure. A long breakwater protects the loading pier from the force of the wash of the ocean; the draught of water at the tips is 20', and the mine is only one mile from the staiths. All port and harbor dues are insignificant. In fact, it is a matter much remarked upon, both at Cow Bay and Louisburg, by captains of vessels, that the port dues are exceedingly light. In a very heavy north-east wind shipmasters will do well to steam out into the Bay until the weather abates.

**GLACE BAY.**—About six miles to the north-west the harbor of Glace Bay is approached through a short channel 20' deep and about 60' wide, protected from the force of the weather by parallel piers. This port is well

protected, although a little difficult of access in stormy weather. The mines are in the immediate vicinity, and such a thing as delay in executing orders is practically unknown. Port dues are low, tugs are in attendance, and all description of supplies may be obtained.

SYDNEY.—Sydney harbor, like that of Halifax, is too well known to require description here. It may be said, however, that Newport can offer no conveniences which Sydney does not. As a place of resort for vessels requiring coal, Sydney has made and is making great strides. It is of course preferable to either Glace Bay or Cow Bay, and in consequence the owners of the collieries alluded to above are sparing no pains and expending about \$500,000 to equip their loading piers with yet greater conveniences and quicker loading appliances.

The writer hopes that owners of vessels will instruct their captains of all these advantages and order them to British in preference to foreign coaling ports whenever feasible. Through doing so their interests are served, and through the consequent development of Eastern Canada the prosperity of Great Britain's commerce and mercantile marine will be definitely prolonged.

# S. CUNARD & CO.

HALIFAX, NOVA SCOTIA,

Shipping, Commission & Coal Merchants,

AGENTS FOR.....



ALLAN  
CUNARD  
WHITE STAR  
AMERICAN  
RED STAR  
HILL  
ATLANTIC TRANSPORT  
Compagnie Generale  
Trans-atlantique

LINES

OF

STEAMERS



ALSO

General Mining Association, Ltd.

Colliery, Sydney Mines, Cape Breton.

- Messrs. PETER WRIGHT & SONS, Philadelphia & New York.  
" ROBERT BELL & CO., Blythe & Newcastle-upon-Tyne.  
" SIMPSON, SPENCE & YOUNG, do.  
London and New York.  
" WATTS, WARD & CO., London.  
" R. GORDON & CO., London.  
" J. TEMPERLEY & CO., do. & Newcastle-upon-Tyne.  
" LLOYDS, London.

LIVERPOOL, GLASGOW,  
FRENCH and AUSTRIAN  
UNDERWRITERS.



CONSULAR  
AGENCY OF  
FRANCE.

—BUNKERING STEAMERS ATTENDED TO WITH DESPATCH.

A  
C.

H

T

c

SA

AD

T



# Are you interested in Canada ?

If not, it will pay you to study her great natural resources, more especially at this time, when the old... channels of trade are drying up.

## How can you do this?

By sending us \$1.50, (6s) for which you will receive for one year

**THE CANADIAN COLLIERY GUARDIAN,  
CRITIC <sup>AND</sup>**

**JOURNAL OF THE IRON and STEEL TRADES.**

**SAMPLE COPIES FREE.**

**ADVERTISING RATES ON APPLICATION.**

**The Canadian Colliery Guardian Co., Ltd.  
HALIFAX, NOVA SCOTIA.**

# Pickford & Black,

STEAMSHIP AGENTS

... AND BROKERS, —

~ HALIFAX, N. S.

AGENTS FOR....

PICKFORD & BLACK'S

West India Steamship Lines

BETWEEN... Halifax and Cuba.

Halifax, Bermuda, Turks Island and Jamaica.

Halifax and Demerara.

Via Principal Windward and Leeward Islands.

FURNESS LINE STEAMERS,

LONDON AND HALIFAX.

DONALDSON LINE STEAMERS,

GLASGOW AND HALIFAX.

Siemens Bros. and others, London.

John Holman & Son, London.

Commercia Cable Company.

Nederland American Steamship Co., Amsterdam.

John Glynn & Son, Liverpool, G. B.

Wilson Line of Steamers, Hull, G. B.

Funch Edye & Co., New York.

**BUNKERING OF STEAMERS A SPECIALTY.**

**QUICK DESPATCH GIVEN EITHER NIGHT OR DAY.**

