

MARITIME
MINING RECORD
 Dr. R. Bell
 Geol. survey dept.
AND
COAL AND METAL TRADES JOURNAL

*Cumberland. * Pictou. * Cape Breton. * Inverness*

New Series Vol. 10 No. 6

September 25th 1907 STELLARTON, N. S.

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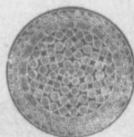
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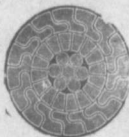
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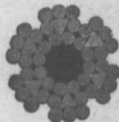
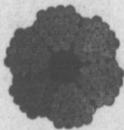
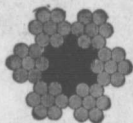
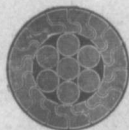
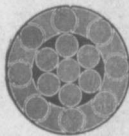
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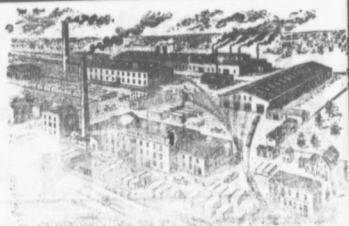
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22 Mixed for Hopewell	16.10
65 Mixed for New Glasgow	19.40
86 Express for Halifax and St. John	19.50
17 Express for New Glasgow	21.15
66 Express for Pictou	21.15

—TRAINS ARRIVE AT STELLARTON	
79 Mixed from Hopewell	6.30
78 Mixed from Trenton	6.55
61 Express from Pictou	7.30
18 Express from New Glasgow	7.35
21 Mixed from Hopewell	7.55
65 Mixed from Trenton	8.30
28 Mixed from New Glasgow	10.25
97 Mixed from Pictou	10.45
56 Mixed from Mulgrave	10.55
19 Express from Halifax and St. John	11.15
129 Mixed from Pictou	11.20
42 Express from Halifax and St. John	11.55
29 Express from Sydney	12.10
22 Mixed from Pictou	12.40
77 Mixed from Hopewell	12.50
65 Mixed from Pictou	13.40
83 Express from the Sydney	13.60
66 Express from New Glasgow	21.05
17 Express from St. John and Halifax	21.10

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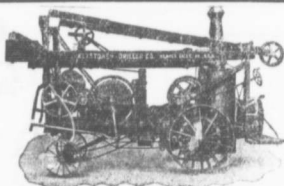


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MAN'S
VIEW.**

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-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

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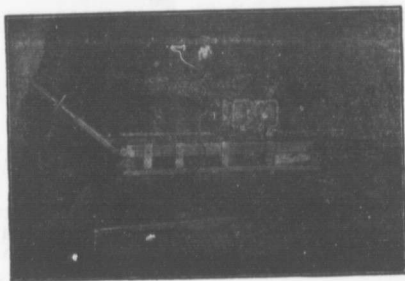
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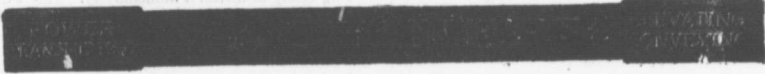
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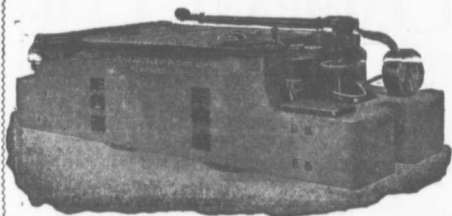
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PEACOCK BROTHERS CANADA LIFE B'G
MONTREAL, P. Q.

Important Notice.

The Maritime Coal Ry. & Power Coy., having taken over on June 1st., the Joggins Mine and Ry., and are starting at once on opening a new slope and doing large repairs. They want **ONE HUNDRED MINERS AND LABORERS AND TWENTY CARPENTERS.** Apply at Joggins or Chignecto.

We understand that the Strathcona Coal Co. have received their air compressor, and are getting ready to install it immediately. This will be a new departure in mining in Cumberland Co., as at the present time there is no machine mined coal being produced in the county.

To Ad....

MARITIME MINING RECORD

Vol. 10, No. 5. Stellarton, N. S., Sep. 25th, 1907. New Series

THE BATTLE HAS BEGUN.

Mr. James Baird replies to 'Practical' (see last issue) as follows:

I was glad to read 'Practical' on splitting air in coal mines, when the power remains the same, but I feel rather disappointed that he does not try to prove any of his statements. He simply copies from text books and does not apparently know the difference between pressure and power.

I would ask Mr. 'Practical' to explain what alterations are made in a coal mine when a column of air is divided into three splits. Now don't laugh at this simple question for it is right here where all learned men go astray. They must use the 4th. R at this point and educate themselves and not take for granted that pressures are the same in all the splits, power remaining the same. After a little time Mr. 'Practical' and all of his learned associates will no doubt find out where the writer and challenger goes straight ahead, and not astray.

'Practical' should work out a question with plain figures to prove his contention and never mind telling us how certain formulas are derived, and let logarithms alone, as they are not taught in our common schools and we have no chance to learn that branch of mathematics. Let us have facts and not what some learned man has published.

NO 3, SPRINGHILL.

Mr. W. D. Matthews in last Mining Journal has a readable article descriptive of the workings of the Springhill collieries. Speaking of the North Slope or No. 3 mine Mr. Matthews says:

"There is a method pursued in this mine, and in the other in a measure, not usual in mining as a rule. Levels are driven off slope at a distance of two hundred yards to the deep. The upper level is driven to the boundary, which in this case is recognized as the limit of haul. The back airway is then driven to connect with the return airway above. A pillar 30 yards thick is left to protect this air course. Then, by bord and pillar working back towards the slope, the whole lift is cleaned out leaving but a worked out goaf behind. This method has been very successful over some of the most difficult ground that ever confronted miners, or operators. The pitch of the seam ranges all the way from 45 degrees to vertical, with frequent faults and rolls throughout the entire section. While the upper lift is being drawn, the lower levels are being driven to the boundary. When this is reached the lift is worked back to the slope by the same system, so that there is always one or more lifts being worked back while the lower levels are being driven in. The following figures will give some idea of the extent of the workings in this mine.

The present highest working level is 2,600 feet from the surface. It extends west 9,180 feet—seam 10 ft. to 11 feet high. East levels, under seam, 2,745 feet. East level, top seam, 2,160 feet. The lift below 3,200 feet from surface level extending west 9,420 feet. East level under 2,280 feet, viz., 11 feet west and 4 feet 6 inches each of the east seams, or simply the west section of seam split by an intervening local stone.

The 3,800 foot level is practically untouched, except by the cutting of airways and haulage ways. The levels are now in over 6,000 feet. The upper level will be the main airway and drainage level. These levels are still driving. The slope in the meanwhile being sunk for a new and greater lift. It has now reached a depth of 4,500 feet, and 250 feet further is to be added before the levels are broken away. This will give a thousand foot lift. This lift with level driven to the limit of 9,500 feet gives 9,500 x 1,000 x 10 ft., or approximately three and a half million tons of coal in the west from the opposite or east section in this one lift.

After putting on a fresh fire, it is a good plan to leave the furnace door open—about a half or three quarters of an inch—until the fire has burned up a little, so as to admit an extra supply of air—that which passes up through the grate being checked for a few moments by the fresh fuel. The air thus admitted will greatly assist in consuming the gases that are given off by the fresh coal. If the door is kept open the boiler may be cooled down and may be severely strained. As soon as the gases are burned off, the door should be kept tightly shut. A majority of the machines to consume or prevent smoke have turned out not to be very durable. Some may be prevented if only perfect combustion can be attained, and most of the smoke may be abated with careful hand firing. If firemen would give close attention to the laws of combustion and put their knowledge to practice they could more than double the value of their services and their employers would no doubt be quite glad to pay for these.

Says the Post: "It is reported on very good authority that the North Atlantic Coal Company, of Port Morien, are anxious to secure control of the areas owned by J. R. Cowans, in the vicinity of Port Morien. The Steel Company too are said to have their eye on the property.

Samples of coal are being got out by Mr. Pendergast and will be shipped away, for the purpose of determining by analysis, the constituent parts of the coal, and whether it can be used for steel making or not. The Atlantic people intend sinking a pit near Martin's Hill, or, at long Beach, and will drive slopes from the new spot to the old workings.

THE UBIQUITOUS MULLINS.

O'dell has much to answer for, but is he alone guilty? Has he not, we wonder, had a partner in his guilt? At times when his light references to the alleged discovery of the Mullins seam has made us heavy hearted, we have wondered if he was playing the game alone, or if he had 'Hugh' as an accomplice. If it is a fact that the most modest of boys on a sudden impulse will 'cheek' up to an angel where a bold man might feel abashed, is it not possible that the graves of geologists may be particeps criminis in the perpetration of funny sayings, anent the discovery and discoverer of an orphaned and relationless coal seam. If the voice seems like that of O'dell the hand-writing—has the hue of 'Hugh' about it. When 'Hugh' reads a 'skit' about the Mullins he says innocently 'that is after the manner of O'dell' When the latter comes across some funny sketch he says 'Hugh's hand is there'. Between them they have led more than one guileless individual to the conclusion that the Mullins is a myth. But it isn't. Were it really believed to be a myth it would have no power to mystify. The Mullins has cropped up again and true to its characteristics, in an unlooked for quarter. O'dell and 'Hugh' exulted in the belief that they had it securely pinioned in the Glace Bay district, never again to shamelessly expose itself in any other basin. It has eluded them and removed itself without leave to the Chimney Corner. Having no sympathetic guardian this much talked of orphan has taken itself to Inverness in the hope that there it will meet with more appreciation. In some such light vein as the foregoing does the Inverness News announce the discovery of an eight foot seam of excellent coal on the property of the Inverness Ry. & Coal Co'y. The seam is known as yet as the Inverness portion of the Mullins. Believing that the statements of the News are in the main correct, though written in the 'Hugh'—O'dell style, we are constrained to publish them:

"The seam which has been uncovered by Mr. McLeod and his men, as far as they have gone, shows every indication of being of excellent quality, and is eight feet thick.

Mr. Beaton thoroughly examined the exposed seam lately and his opinion is that it is the best seam on this side of the Island. So far as uncovered, it shows no indication of any shale or dirt, the full thickness being clear coal with no indication of sulphur whatever.

The outcrop of the seam is in the bank of a brook, the bank being some ten or twelve feet high. Signs of coal were found along the brook, and on investigation the seam was struck with only a few feet of cover. A very small amount of tunneling exposed the full thickness of the seam, and indicated its quality.

The outcrop is located about half a mile or more from the shore, on a large block of areas previously taken up by the McKenzie & Mann Company.

This will be good news for the people of St. Rose, as they have now two strings to their bow, the I. R. & C. Co. and the St. Rose Company. Of course it may take some years for the I. R. & C. Co. to get around to the point of opening a mine at St. Rose, but present indications would denote that it is quite as near a possibility as the other Company.

The opening of a mine there would mean the extension of the railway to that point,—with the prospect of further extension North. The discovery of this new seam may therefore mean much for the whole northern district of Inverness County."

THE LABOR PROBLEM.

It is an undisputable fact that labor is scarce at the collieries. It is possible there is a sufficiency of skilled labor but the collieries of the province are heavily handicapped owing to a scarcity of common labor. The cry at the mines is for loaders. Efforts have been made in past years by some of the companies to induce immigrants from the other side to settle here, but with only partial success. A certain number of 'foreigners' have come to the mines, but more as visitors than residents. Somehow they did not like us or the work, so stole away at the first favorable opportunity. Why did they hie hence is a question troubling some who are making a study of the labor problem. Some of these give reasons which to an ordinary being are not quite satisfactory. They have gone away because they have been misled as to wages and conditions generally. That will scarcely suffice, for even if rates were misquoted they surely found that prevailing wages were higher than in the land they left. The 'conditions' may not have been up to expectations, they may have found on coming that they had to work, and work underground, and in this way were disappointed. For some there were not proper places for drinking beer, and others declared that there was not enough of life. None of these excuses of the immigrants is sufficient. Earnest men desirous of improving their position in life can do so. Let what may be said of the cost of living, a determined man can save money in Nova Scotia while he could hardly do so in Britain. I know that some who have come to Nova Scotia from Britain have left and their only excuse for going to the U. S. was that having come so far they might as well go a little further. Some would seek to lay the blame on the lack of reading rooms and of places of recreation. There is not much in these for in localities where there are schools and reading rooms, cricket fields and theatres, there is the same cry of scarcity of pit men. It must not for a moment be thought that the climate, the country, or the people are blameable for a shortage of labor. Bad off as we are in respect to labor they are in some parts of the United States,—that Ultima Thule of the rover—very much worse off. Indeed some of the mines think of closing down because of insufficiency of labor to keep them going profitably. Unskilled labor which has not had early initiation in a mine, as a rule, prefers to work overground than in a pit. And this preference is bound to become more evident so long as the present prosperity continues. Twenty years ago loaders could be had in abundance. Why? Because labor on the surface was plentiful and, more particularly, cheap. A loader in those days could make twenty-five cents a day more than the general run of surface men. It is not so to-day. Common labor outside the collieries is receiving in a majority of cases a dollar and fifty a day, and that in my opinion is better than

a dollar sixty to seventy in the mine. Men are more ambitious these days and I fancy many men prefer the surface to the pit because the opportunities on top are more and greater. Natives don't care now so much for the pit as formerly, and it looks as if the only solution was to get a supply from somewhere outside.

James Ross says that Judge Longley's decision could not be other than it was seeing that the Judge did not give a verdict on the contract which the Coal and Steel Coy. had drawn up, but on a contract which the Judge had evolved out of his own consciousness, and made believe that it was the real and the original document. That is a little hard on the now famous Judge, but he should stand it bravely after the rich encomiums paid him by the Montreal Star, Montreal Witness and Sydney Post. To have been judge at the big trial was the best thing that ever befell the highly gifted and patriotic son of Nova Scotia.

Says the Montreal Star:—"There is a saying on the exchange, 'The tape always tells the story. Certainly the tape told the story yesterday for steel was very strong.' If the tape told the story it was a remarkably weak one. Why, the day on which the judgement was given one could have bought steel a half point lower than on the previous day. The directors of Steel may be wondrously elated at the "sweeping victory"; the numerous common shareholders had they only known the little effect the decision would have had on the stock, would not have spent so many weary hours waiting for the verdict. So far as the holders of steel common were concerned the first two days after the victory were a cruel disappointment. As for coal it went back at a jump five points and with as quick a jump rose again. The leading men of both companies were evidently, last week, having a little game of their own in the Montreal Exchange.

The surprising thing to an outsider is that the Sydney Post, whose proprietor was at one time manager of a colliery, should seemingly be on the side of those who desire to give Sydney license. How soon we forget. If there is much broken time at the collieries under a no license law, there would be much more with one. Some of us are old enough and have travelled far enough to discover that there are 'low dives' and as many of them under license as under 'prohibition.' In a city in this province there were more unlicensed than licensed 'dens,' when a record was made not so long ago.

Some U. S. operators declare that if coal went up to \$5.00 a ton, great as the temptation to attempt to supply would be, they could not undertake it. And a similar state of affairs prevails in N. S. It looks as if coal would be a scarce article this winter. It is dear everywhere. Lately the British railways were called upon to pay 50c extra per ton. If there was a monopoly in N. S. the price would be much higher than it is. By the way a company lately advanced the price of its coal 25 cents per ton, and the peculiar thing is that this company was not included in the alleged combine.

Coal Shipments August 1907.

NOTE—Not having received the shipments of the Dominion Coal Co. in time for last issue, we give them below and also republish the figures of the other large collieries for August in order to make reference easier.

DOMINION COAL COMPANY, LTD.

—Output and Shipments for June 1907.—

	—Output—	—Shipments—
Dominion No. 1	47 111	
Dominion No. 2	59 794	
Dominion No. 3	33 620	
Dominion No. 4	45 254	
Dominion No. 5	69 728	365 027
Dominion No. 6	20 404	
Dominion No. 8	22 078	
Dominion No. 9	27 941	
	325 930	365 027
Shipments August 1906.....		343 788
Increase August 1907		21 239
Shipments 8 months '07.....		2 110 221
" " '06.....		2 002 665
Increase " '07		17 546

INTERCOLONIAL COAL CO.

Shipments August 1907.....	25 755
" " 1906.....	26 885
Decrease " 1907.....	1 130
Shipments 8 mos 1907.....	181 571
" " 1906.....	190 605
Decrease " 1906.....	9 034

INVERNESS RAILWAY & COAL CO.

Shipments August 1907.....	23 153
" " 1906.....	25 145
Decrease " 1907.....	1 992
Shipments 8 mos. 1907.....	154 150
" " 8 " 1906.....	117 305
Increase 8 " 1907.....	36 845

NOVA SCOTIA STEEL & COAL CO.

Shipments August 1907.....	81 590
" " 1906.....	74 873
Increase " 1907.....	6 717
Shipments 8 mos 1907.....	404 880
" " 1906.....	410 598
Decrease " 1907.....	5 718

ACADIA COAL CO.

Shipments August 1907.....	29 071
" " 1906.....	23 952
Increase " 1907.....	5 119
Shipments 8 mos 1907.....	202 045
" " 1906.....	169 255
Increase " 1907.....	32 790

AROUND THE COLLIERIES.

The big bank at Dom. No. 2 is all filled away. The International bank will be almost all filled away this month.

The daily output of the Dominion Coal Co. is about 14,000 tons, but it should be 2000 more, if the company had the loaders.

Mr. R. D. Thompson has left the Dom. Coal Co. and Mr. McKinnon takes his place. The position vacated by Mr. Donkin has not been filled.

Dom. No. 5 has employed some of the Hub men which may help a little, but still a number more could get places if men could be found.

The output of Dom. No. 6 is improving, as more places are opened up. The new U. G. M. Mr. Harry Wilson is hustling but he was always a pusher.

The new electric haulage underground at Dom. No. 3 has been started and is working all right and the transfer on the surface has been done away with at the same time.

A modern water system is now about completed on the surface at Dom. No. 2. This leaves this mine well equipped so far as fire protection is concerned.

Much necessary work is apparently being done around the surface at the Springhill collieries, and considerable work in the way of improvement underground by the mechanics.

Manager Devison of No. 1, and his wife are away on a months trip to the United States. It is a well earned vacation on the part of Mr. Devison. Mr. Munroe is in charge in his absence.

The water shaft at International is not working very steadily as the electric motor is burning out very frequently. A new motor is on the way and it is to be hoped it will do better.

Mr. R. Simpson of Cumberland County, who has had much experience in longwall work, will try how much of a success he can make of the system in the Emery at Reserve.

The output of the Emery is not what was expected owing to several causes, chief of which is scarcity of labor. Possibly a man with a longwall experience may bring it up and at the same time get cost down a little.

An unfortunate accident happened on the 16th. inst. at Dom. No. 9. A trip rider named Wallace Burrows in some way slipped and fell under his trip getting so severely injured that he died shortly after his removal to the hospital.

Land is now being cleared in the Ligan district by the Dominion Coal Co. preparatory to starting slopes. The site is near Curran's farm. Mr. Wm. Maxwell is in charge. Two boilers are being moved over, and an engine is already on the ground to be set up.

Dom. No. 5 mine with its new bank head is doing well now, and has a busy appearance as well as a more modern look about it. This year a very babel of languages prevails at Reserve; formerly there was only Scotch, Gaelic, French and a little Irish.

The water in Dom. No. 7 is nearly out, and the new bank head is ready, but owing to a scarcity of men it has been decided not to work this year as the necessary number of men would have to be drawn from other mines which have very few men as it is.

The Cumb. Ry. & Coal Co. has now installed the water service in all its tenement houses and still there is surplus water running to waste. It is a grand system. It is a pity other industries could not be induced to use some of it. But who would invest capital in "strike ridden" Springhill.

There has been a general moving in the genl. office of the Dominion Coal Co. Mr. Fergie, and his staff, are now downstairs in the big room, and Mr. Alex. Dick and Mr. McIsaac have moved upstairs; in other words the mining department is now all on one floor under the eye of the General Manager.

A meter has been placed in position, to control the Cumb. Ry. & Coal Company's water supply for the works, by the Town authorities. The local paper says that it will take 400,000 gallons to supply the works. A casual inquiry elicited the fact that the number of gallons required will be well within the stipulated quantity.

The output from Dom. No. 4 is not so good as in former years, owing to a scarcity of men and many stay offs from work. This absence again prevents those who want to work steadily from getting out their coal, as in a machine mine the different classes of workmen depend on one another to get their work done.

The No. 2 fan, Springhill, is being taken down and it now looks as if nothing will be done at this mine for several weeks in any event. No 3 mine fan house is also being torn away and may be rebuilt of concrete or may not be rebuilt at all. There are rumors in the air admittedly vague, that render the future of Springhill rather uncertain. If rats deserting a ship indicate disaster to the craft, then the exodus from Springhill looks portentous for the town.

Springhill, says a correspondent, is unfortunate in much of its correspondence in reference to this trouble. For instance strangers of a year or two's residence assume the role of mentors, or critics, as the case may be, and talk glibly of what happened eighteen or twenty years ago in a mining town that they never heard of until they landed in it, rather hard up, and by accepting conditions as they found them, were placed on a financial footing undreamt of in their former experience of mining. These men should never take up the pen while there is a ditch to dig or any employment yielding a dollar to be had.

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JUDGE LONGLEY'S DECISION**STONE IN "LAYERS" AND STONE IN LUMPS**

That Judge Longley's decision should be in favor of the Steel Company was not much a matter of surprise to a large majority of those more particularly interested in the big law suit between it and the Coal Company. While the trial was in progress, even before evidence for the plaintiffs had been all given, opinions were freely uttered that the first decision would be in favor of the Steel Company. The wish in many instances may have been father to the thought, for there is no gainsaying the statement that the steel side was the most popular. A leading lawyer for the defence wrote, previous to the judgement being published, to a correspondent saying, "I think the decision will be against us, but we have no doubt as to the ultimate outcome." It is the opinion of more than the lawyers for the defence that if the case is carried further the decision may not be so favorable to the Steel Company. Mr. Lovatt, one of the counsel for the Coal Company, in saying that there will be an appeal rather broadly hints that the learned judge was rather hard pushed in coming to his decision, and therefore was constrained to omit any reference to certain words in the contract which the defence claim are essential to a proper interpretation of its true intent. It might be out of place for the Record to make any attempt to criticise Judge Longley's law, while it may be within our province to denur from the reasons on which certain of his findings are founded. For instance the Judge finds that the rejected coal was not "reasonably free from stone and shale." Where is the evidence to that effect? It must not be overlooked that the coal objected to and the coal rejected is not one and the same thing. Let it be admitted that the coal objected to, that is the coal that was dumped in the Steel Co's yard, was not reasonably free from stone; yet that does not prove that the coal of the 153 cars rejected was similar. Where is the evidence that the coal in the rejected cars was carefully examined by the Steel Co. Was it not rejected because of the belief that it was all No. 6 coal. And yet some of the coal rejected was not from that mine. The weight of evidence in so far as the rejected coal is concerned was that it was reasonably free from stone and shale. Judge Longley says that evidence was produced to show that the 'rejected' coal on being broken up showed layers of impurities which were sulphur producers. As the point "was the coal reasonably free from stone and shale" is the one which we intend more particularly to call attention to we

will give what the Judge has to say upon it and his reasons for his finding:—

"But witnesses for the Steel Co. testified that this coal from No. 6 was characterized by laminations or bands of metallic substance, sulphurous in its nature, which ran through it and permeated it 'in all directions.' Those who examined the specimen lot, and those who inspected the rejected car loads declared that on breaking lumps of this coal, these layers of pyritical material could be seen running through it. It was proved also, by several careful tests that a car load of this coal weighed 8 or 10 per cent. more than a car load of coal from the other mines of the Phelen seam. . . . It was also testified by those who examined the coal and its laminations that no process of picking on the picking belt could possibly eliminate all this matter because it would be more or less concealed in the interior of the lumps of coal. Unfortunately the Coal company did not produce much evidence to aid me in respect of the actual character of this rejected coal. They proved it had passed the picking belt with eight men on the belt to pick out the stone and shale, but they did not produce any witnesses who had examined the lot of coal which the Steel company had kept in its grounds for inspection. They did produce two witnesses who had passed over the 153 cars of coal taken back by the company after rejection. One, Mr. Wanklyn, the Vice President of the Coal Coy, did not even walk over the cars, but looked at the coal on them, and said it looked all right. The other, Mr. Drummond, walked over the cars and looked at it carefully, and said it seemed to him to be in good condition, and he did not observe any stone or shale in it in excess of what is found in other coals used in Nova Scotia. His only examination, however, was the eye. On being cross examined he said he observed sulphur in the coal, possibly to the extent of 2 or 3 per cent., and an expert declared that coal which showed 3 per cent. of sulphur on inspection by the eye, would indicate a larger percentage present. Mr. Drummond also said that he did not, in his inspection break up any of the lumps for fuller examination."

Let us put the above in condensed form. The Judge says the evidence went to show:—

1st.—That the coal was laminated, that is, had bands of metallic substances running through it "in all directions."

2nd.—On breaking lumps of this coal these layers could be seen.

3rd.—That a car load of this coal weighed 8 to 10 per cent. more than other coal.

4th.—That all the matter could not be eliminated at the picking table because it would be 'concealed in the 'interior' of the lumps.'

5th.—The one who had examined the coal for the Coal company had only examined it with the eye.

6th.—And he had not broken up any of the lumps.

In treating of coal we freely grant that Judge Longley had a hard nut to crack; a difficult subject to deal with. Coal is ; times so erratic in its behavior that the best of us stand dumbfounded at its vagaries, but mischievous as we knew a coal seam to be, we never for a moment imagined it could be so devilishly tricky as the Judge solemnly asserts it has proven itself to be at No. 6

We are told, with evident sincerity, "that laminations or 'bands' ran through it in all directions." A lamina in everyday English is a layer. If a coal has laminations running through it, it has 'layers.' Well, the Judge, by postscript or otherwise, might please explain how a 'layer' can run in all directions, across, through, up and down, under and over. A dozen ten inch wide boards can be laid one on the top of the other, but they cannot be said to be in layers, on top of each other, if standing on end. They won't 'lay' in that position unless supported on four sides. A coal with laminations in all directions is coal without a "reed," a sort of drift coal, and with all our prospecting and searching we have not yet in Nova Scotia struck a 'seam' of drift coal. Take a piece of gold quartz; examine it carefully; not a speck of gold visible. Break it and behold a nice little nugget. If there were laminae, of gold, then there would be little necessity to break the piece.

2nd—"On breaking lumps of this coal these layers could be seen". This is something out of the ordinary. If the layers run in all directions through the seam why should it be necessary to break one of the few lumps, proportionately, on the top of the ear. Were not these lumps surrounded by hundreds of pieces, breaks from other lumps. Why break one or two lumps for examination, when many lumps had been broken in the blowing, loading, and dumping of the coal by the time it was deposited in the car. If stone was not visible on the outside of a lump then there was no stratified stone, no layers in that part of the seam from which the lump came. If on breaking only stone was visible then the stone was not in layers but in 'balls.'

3rd—"This coal weighs 8 to 10 per cent. more than coal taken from other parts of the seam." This extra weight is given to prove that there must be much more stone in it. The Record is a little surprised that the Coal company did not attempt to show the fallacy of the inference. If one cannot judge coal by the eye far less can he do so by its weight. Given the specific gravity of a coal you have no key to its peculiar characteristics. An analysis of Pictou coal gives specific gravity 1.320 and the fixed carbon at 57; Welsh coal gives 1.326 s. g. and 81 carbon. Prof. How gives the difference in weight between a sample of Albion and one of Sydney Mines coal, as 6.11 per cubic foot of merchantable coal, and at that time the heavier coal was in highest repute. The weight of a car or a box of coal depends on two things, the size of the coal and the manner of filling. Stand on the Drummond bank head, for instance, and look at the boxes as they come up the slope from the one seam of coal. Take two boxes that seem to have an equal quantity. On being weighed one weighs 1200 lbs. the other 1400 lbs.—a difference of 16 per cent. in weight, and the chances are one might get a piece of stone in the lighter and not a piece in the heavier box.

4th—Already referred to. If the coal was concealed in the interior of the lumps, then there could not be bands running in all directions through it. On the contrary there must have been a heavy shower of fabulous sized hailstones, during the process of the coal's formation, which became petrified before they had opportunity to dissolve. On no other theory can the stones in

the "interior" of every lump of coal be accounted for.

5 and 6th.—"The 'rejected' coal had only been examined by the eye and none of the lumps had been broken up." Every lump had been broken up, though not by the examiner. Suppose however, he had broken up some of the lumps, how would his examination have proceeded. Would he have employed his sense of touch, or smell to determine whether it contained stone and shale. The eye would have had to be brought into requisition, would still have been the organ to determine. For a coal laymen Judge Longley did remarkably well, and he might have done splendidly had he not lent so readily an ear to the Steel Coy's theory of the stoney coal formations, and laid less stress on their exposition of how metallic stones, really 'lay' secreted in the interior of lumps, and at the same time truly 'ran' in layers, in all directions, in the coal.

Judge Longley finds that the No. 6 coal, rejected by the Steel company was "not reasonably free from stone and shale".

Judge Longley finds that the coal from No. 6 pit was 'commercial' coal.

If a coal is not reasonably free from stone and shale the plain English is that it is unreasonably full, has an undue proportion, of these impurities.

Ordinary buyers, who on delivery to them of coal, found it to be unreasonably full of stone and shale, would be apt instantly, fully and freely to declare that the coal was not 'commercial' coal, and in so declaring show their lack of imaginative quality. Practically their verdict may be right, theoretically it was not in accordance with authority.

Judge Longley would not permit the Coal company to produce evidence, at the trial in Sydney, to prove that while the contract between the Steel and Coal Co's was being drafted the Dom. Coal Co. rejected a draft drawn by the Steel Co, which declared that the coal should be sufficiently free from sulphur to render it suitable for metallurgical purposes. These 'communings' as Mr Nesbit termed them, were ruled out, by the Judge. He will take the contract, he declares, and nothing but the contract, and yet to my mind his decision from first to last rests on not what is explicitly said in the contract, but what may be read into it, or what he declares may reasonably be inferred from it. The Judge asks:—"What meaning must I give to the requirement that this slack shall not contain a percentage of ash and sulphur appreciably greater than in the same coal of run-of-mine grade, when crushed and washed in the same manner, for use in steel and coke making and for blast furnace coke? Do not these words underscored, plainly intimate that "making steel and coke for blast furnaces," was the primary and supreme object of the contract? Can it rationally be held that while the Coal Co., if they furnish slack, must have it so free from ash and sulphur that it can be used for iron and steel making, and equal in this regard to run-of-mine coal, but that run of mine coal, to which it must be equal, need not be fit for metallurgical purposes?" Clause 3 of the contract reads:—"All coal furnished shall be freshly mined and of the grade known as run-of mine reasonably free from stone and shale, etc."

The Coal company may after the expiry of four years from the date of the agreement supply slack coal of the same specification as to quality as above, IF SUITABLE for use in steel making &c. Suitable shall be construed to mean that the slack coal so supplied when properly washed by the Steel Co. shall not contain a per centum of impurities, to wit, ash and sulphur, appreciably greater than the per centum of impurities in the same coal of run-of-mine grade when crushed and washed in the same manner." The word suitable is the most important in the clause. What do the words 'suitable for steel making' mean, when applied to slack? The giving of the interpretation of the word 'suitable' disposes of the idea that the slack must be suitable for steel making, or rather qualifies the idea that it must, and plainly indicates that the slack to be supplied shall be considered up to requirements if it contains no greater proportion of impurities than crushed and washed run-of-mine from the same seam. The clause reduced to every day english declares that the run-of-mine coal is to be freshly mined and reasonably free from stone and shale and that any slack coal that may be supplied is to be as reasonably free from stone and shale as the run-of-mine would be, if crushed and washed. After the words "when washed and crushed in the same manner, the Judge, according to the decision as published, omits the words "if suitable." The omission of these two words puts a wholly different construction on the section. As Judge Longley puts it one might think that the run-of-mine coal crushed and washed should be suitable for steel making, while with the words inserted as they should be the reference is wholly to slack, and as I have already shown, slack suitable for steel making is slack that is as free from impurities as crushed run of mine. Of course, the Steel Co'y may have intended that the wording of the clause should make it clear that the coal must be fit for steel purposes, but the clause does not really say so, and as "communings" are not admissible, neither must intentions be read into the contract.

The Eastern Chronicle referring to the action of the Grand Council of the P. W. A. in demanding the repeal of the Lemieux act, says:—"It may be too that it should be a permanent beard, a little different from an arbitration; as to that we don't know." The writer of this, when the act was under consideration was asked his opinion. He distinctly gave it as his opinion that the act would not please unless there was a 'permanent' board in each district, a board that could be called together at almost a day's notice; and that delays in calling the board together would be fatal to the usefulness of the bill in mining disputes. This view has been proven to be correct, as one of the reasons advanced by the Grand Council for repeal of the act is that the delay in calling a board together is insufferable.

It looks as if there is a new element of danger in coal mining, one likely to expand as the years go on. This new element is the increased use of electricity. In Pa. in the year 1906 there were 26 fatal accidents from electrical causes in the mine. This places electricity in the 4th. place in the list of contributory causes of mine accidents.

- Rubs by Rambler.

The staff correspondent of the Sydney Post says that Saturday night the 14th. was one of the worst pay nights for a long time and that the number of street drunks was perfectly scandalous. Was this increase of drunkenness due to the fact that liquer sold more freely, as the vendors had no fear of Scott Act prosecutions before their eyes and that the drinkers had put from them all fear of being called as witnesses. If the statement of the Post is correct then the people of the place who voted for the repeal of the Scott Act have brought disgrace upon themselves. But Glace Bay is not the only town in which an increase in drunkenness was visible last pay Saturday. In Stellarton it is said that not only the ordinary rowdy but the very guardians of the peace indulged to a greater extent than usual. Prosecutions of liquer sellers have not been so active of late and hence the increase of drinking. There are some who maintain that open bars do not tend to an increase in drunkenness, but that is utter nonsense. One who is not a temperance worker said to me the other day "It is scandalous the number of young men who drink now a days and drink unblushingly. They drink at bars, and worse they drink out of bottles and lots of empty bottles are thrown into the yard there. Why, they call Stellarton a dry town, if it is God help the wet ones." I told him to keep still till I talked to him. I said Stellarton was not a dry town and the reason that it was not was on account of the stand he and such as he took. He was not in favor of the enforcement of the Scott Act, at least not in favor of the Council enforcing it vigorously and at the same time he raved because not far from his place there was a shop where liquer was freely sold. 'You would like to see that place shut up, indeed you have just told me the keeper should be drummed out of the town. I agree with you but if you have not the back bone to take a hand in that operation how can you expect others to proceed. Who is to begin?' 'Oh' was his reply "the government has given us a law and should enforce it." 'I agree with you but seeing the government won't, what is to be done?' 'I wager you won't make any movement to induce the government to undertake the work. And there are a great many of us like my friend. We growl because something is not done, and yet we take no steps to attempt to bring about a better order of things. We are insincere or cowardly.'

The people have, at last, exhausted themselves in denouncing the coal 'barons' for being thieves and robbers, and extortioners, and are now as civil to them as possible and telling them they are good boys and produce good coal at a fair price, all things considered. And what has brought about this change? The knowledge that there is a possibility that some of them may fall in securing 'at any price' all the coal they may require the coming winter. The operators are being pressed on every side for coal, not only pressed but pestered. The demand cannot be supplied and the

present it actually looks as if there would be a shortage, that there will not be enough to go round. One of the companies in order to supply the I. C. R. and the home demand, has been obliged to abandon in part shipments to Montreal. If you ask the operators what is the reason for this present and expected shortage the answer from one and all is that they cannot get men. Some say 'we are very short of men,' others say 'we have men enough if they would only work steady.' The public are beginning to believe that loss of time is in part responsible for the shortage, and once they begin in earnest to feel the effects of a short supply of fuel, the storm zone will be shifted from the operators to the operatives and these will come in for their share of criticism. To the innocent ones it may seem strange that men are striking for better rates at a time when, as the managers declare, many of the men are absenting themselves from work. Can it possibly be true, as some managers declare, that it takes a full week for a colliery to recover the effects of a pay day, that is, that it takes a full week after pay before the pit has its complement of men at work. Workmen should, of course, have their holidays as well as other classes, but it might be well they could reduce holiday taking to some system. The managers would not object to a holiday now and again; it is the useless off days after holidays and pay days that much fault is found with. This matter of off days is a subject which organized labor at our collieries will have to face at no distant time, else there may be importations of labor which may turn out not at all to their liking.

"When the Steel Co's proved, in Judge Longley's opinion, that the coal supplied them was not reasonably free from stone and shale, the Coal Co's. case was a lost cause. This was the most vital part of the whole battle. In a nut shell the contract called for coal reasonably free from stone and shale, and the Judge says the Steel Co's. did not get it."

The foregoing appeared in the financial columns of the Montreal Star. While the Sydney correspondent of the Star displayed a certain bias, though he may have been unconscious of a leaning—the financial editor has evidently grasped what exactly the contract called for. Judge Longley says that on the face of it the contract calls for coal suitable for steel making; the financial editor of the Star reads it as calling for coal reasonably free from stone and shale, and his is the correct reading. The Judge may be of opinion that the weight of evidence went to show that the coal was not reasonably free from stone and shale. I would like to see the evidence. Were not those who testified to the extraordinary amount of stone and shale in the coal the same who declared that the coal was wholly unfit for commercial purposes. The Judge discredited their opinion on that point, why should he attach importance to their opinion on another?

The local government has taken the first steps to inaugurate an immigration policy. As I understand it the chief object of the scheme is to gather all possible information as to the number of unoccupied farms, and suitable grazing lands, and this done to induce people from the countries of Europe to come in and settle upon them, giving them substantial assistance at the same time to make a fair start. This is well, for at the present time the products of the farm command in the market what, a few years ago, would have been accounted

fabulous prices. Take eggs for instance. The price is now twenty-four cents a dozen at a time too when they should be cheap as the hens at this season have the run of the farms. While undoubtedly Nova Scotia needs hardy and industrious men to settle on her lands far more does she need men to labor in the coal fields. The scarcity of labor at the mines is a more pressing need than the settlement of vacated farms. Nova Scotia can never, while there is a great West, be in short phrase, a farming country. There is the possibility that with affairs wisely directed she may become a great industrial one. Her future rests in the wise development of her mineral resources, and the establishment of industries dependent for profitable expansion on these. Though to-day Nova Scotia is a heavy loser because of her vacant farms, infinitely more she is a loser from lack of labor at the coal mines. The friends of the mining industry may demur to this statement, may say 'nonsense,' farming is the back bone of any country.' That may be true in the abstract but not in the case of Nova Scotia. Only indirectly do the vacant farms entail a loss to the government of Nova Scotia, while the lack of laborers involves a loss of thousands upon thousands of dollars to the government alone. Let me endeavor to make this plain. Due to scarcity of labor the Dom. Coal Co. is producing 14,000 tons a day whereas if the collieries were full manned the production should be 16,000. Between them the other mines in Cape Breton are producing at least a thousand tons a day short of what they would with a full complement of men. The shortage in the mainland collieries is at least a thousand tons. Over all at this present time the output is four thousand tons short of what it might be if labor could be procured.

Let me allow that this shortage is applicable to six months only out of the twelve, and let me put the number of days at 130. A short calculation shows that in six months the loss of production is five hundred and twenty thousand tons. Two hundred and sixty thousand tons at 12½ cents and the same quantity at 10 cts. gives a total of fifty-eight thousand five hundred dollars. (\$58,500) That—and is it not a tidy little sum—is what the revenue of the province is losing this year due solely to a short supply of labor at the mines. With that additional sum in hand the government would be able to build a few more bridges or put some roads in order, or grant a few dollars a year more to the school teachers, who, according to the politicians, are the neediest souls this side of the cemetery. Calmly, is not our government, in being timorous over the expenditure of a thousand or two dollars, penny wise and pound foolish. If Nova Scotia was Ontario I do believe the government before this would have set agencies at work on the other side in an effort to procure men for the collieries. Some may say this bringing in of men is the sole work of the coal companies. I don't hold to that. The companies have tried hard and failed. Had the government tried as hard they might have succeeded for agents of companies are regarded with suspicion, while agents of governments are counted honest and responsible. Premier Murray and his ministers should take this matter up at once. Let them not stand aghast at the suggestion of a five or ten thousand dollar expenditure in order to secure revenue five or ten times in excess.

The Montreal Star says:—The contract between Steel and Coal calls for a revision of the price in two years time. A simple solution of the existing difficulty would be to advance the time and adjust the price now. It is just possible the Steel Company would be willing to do this and would agree to a small advance." The

Star possibly fails to grasp the intent of the contract regarding a revision of prices. It defines precisely what the arbitrators shall do. They shall find out, say in 1909, how much more it costs the Dominion Coal Co'y to produce coal than five years ago. If it costs five or ten cents more to produce, the Coal Company will get 5 or ten cents better price. This will not relieve the Coal Company. If the Coal Company loses twenty five cents a ton on every ton they now supply the Steel company and if they have been losing that since the day the contract was entered into, they must continue to lose it so long as the contract is in force. In 1909 the arbitrators will have no power, under the contract, to give the Coal company a profit, however small, their one duty is to ascertain the increased cost of production in the interval and allow that to the Coal company. If the contract be really in force any increase in price that will allow a profit to the Coal company must come as a 'gift from the steel people. If the contract is still binding on the Coal company, and if Judge Longley's decision it must be acted up to, how does it happen that the Star, the Globe, in fact the press, as a whole, urge that a compromise be arrived at in some way. Have these all a suspicion or belief that the contract is an inequitable one, that it is unduly harsh on the Coal company. Coming down to hard pan, so to speak, What does Judge Longley's decision amount to? Nothing short of death to the Coal company. It cannot go on furnishing at a heavy loss large quantities of coal to the Steel company, and live. And if this be so it is to be wondered at that James Ross and his colleagues show a belligerent spirit. May they not as well die fighting as to be crushed lying down?

A Scottish immigrant with whom I chanced to hold converse the other day, gave a new reason why some of the new comers had no great fancy for this country. I asked him how he liked the climate, the work, and the people. He liked the climate well enough, and the work was to his taste, and while the people as neighbors were all right, the country was not democratic enough for him. Now, as I had always been of opinion that Nova Scotia was much more democratic in its ways than Old Scotia, I was not a little

surprised and asked what he meant. "Oh," was his reply, "in Scotland on Sundays I had a chance to 'say a word,' and take part in the meeting, but here in church I just have to sit and listen." I asked him if there was no S. A. in Springhill. He left in his reply the inference that that body did not offer scope enough.

One feature of the Springhill strike is the boarding up of the abandoned houses, owned by the company. As soon as the tenants leave the carpenters promptly board up doors and windows giving the place a deserted appearance. Many men have left the place for all parts of the continent. The names of all parties from Springhill working elsewhere are being carefully preserved, for what purpose is only conjectured.

Springhill is quiet. There is no indication that the strike which has now lasted eight weeks will end in the next eight. Coal is being imported in considerable quantities for all purposes. The schools are being supplied with coal from Picton; the Electric plant from DeBert, and several car loads for domestic purposes have been brought from Strathcona. The Cumb. Ry. & Coal Co. is supplying its workmen with a fair quality of stone coal as yet, but much is held in reserve for steam purposes.

As will be seen by the announcement in another column the I. C. R. will issue special round trip fares to Montreal on September 30th, and October 1st. and 2nd. good for return up to October 17th. These are the cheapest fares of the year to the points mentioned above and might be properly looked upon as genuine bargains in the way of railway transportation.

Rock Tunnel Foreman Wanted.

WANTED—A tunnel foreman for rock railway tunnel in the East. Must have a thorough knowledge of rock drills and air compressing plant and able to handle men. Apply stating terms, experience and references. P. O. Box 500, Stellarton, N. S.

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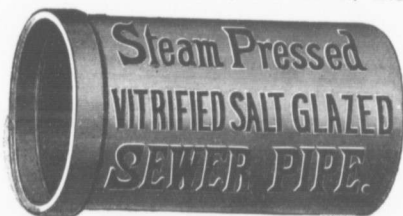
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Good for
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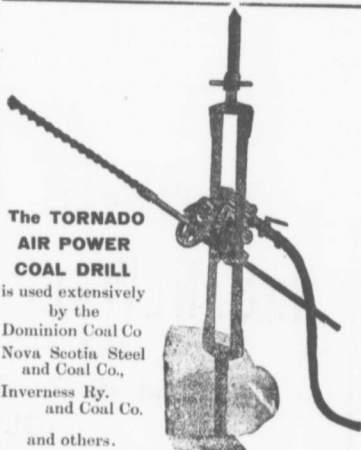
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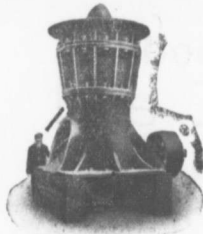
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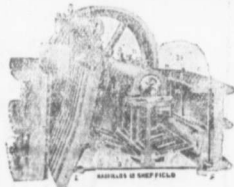
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Synopsis of Canadian North-West Homestead Regulations.

ANY seven hundred section of Dominion Lands in Manitoba or the North-West Provinces, excepting 8 and 20, not reserved, may be homesteaded by any person the sole head of a family, or male over 16 years of age, to the extent of one quarter section, or 25 acres, in one lot.

Application for homestead entry or inspection must be made in person by the applicant at the office of the Local Agent or Sub-Agent.

An application for entry or inspection must be made personally at any Sub-agent's office, and if the land applied for is vacant on receipt of the telegram such papers to complete the transaction are received by mail.

In case of "personation" the entry will be summarily cancelled and the applicant will forfeit all priority of claim.

An applicant for inspection will be received from an individual until only one application for inspection will be received from an individual until that application has been disposed of.

A homesteader whose entry is in good standing and not liable to cancellation, may, subject to approval of Department, relinquish it in favor of father, mother, son, daughter, brother or sister, if eligible, but to no one else, on filing declaration of abandonment.

Where an entry is summarily cancelled, or voluntarily abandoned, subsequent to institution of cancellation proceedings, the applicant for inspection will be entitled to prior right of entry.

Applicants for inspection must state in what particulars the homesteader material particulars, the applicant will lose any prior right of re-entry, should be cancelled.

DUTIES.—A settler is required to perform the conditions under one of the following plans:—

(1) At least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or mother, if the father is deceased) of a homesteader resides upon a farm in the vicinity of the land claimed for by such homesteader or the requirement as to residence may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned residence upon such land.

Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa, of his intention to do so.

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

COAL. Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 200 acres can be acquired by one individual or by one company. Royalty at the rate of ten cents per ton of 2000 pounds shall be collected on the gross output.

QUARTZ. A free miner's certificate is granted upon payment in advance of \$5 per annum for an individual, and from \$50 to \$100 per annum for a company according to capital.

A free-miner, having discovered mineral in place, may locate a claim 1000 x 150 feet.

The fee for recording a claim is \$5. At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$200 has been expended or paid, the locators may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 per acre.

The patent provides for the payment of a royalty of 2 1/2 per cent on the sale.

Placer mining claims generally are 100 feet square; entry fee \$5 renewable yearly.

A free miner may obtain two leases to dredge for gold or five miles each for a term of twenty years, renewable at the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date leased. Royalty at the rate of 2 1/2 per cent collected on the output after it exceeds \$10,000.

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

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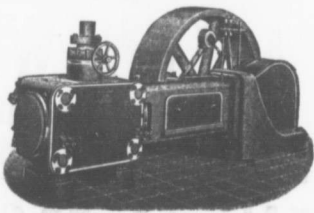
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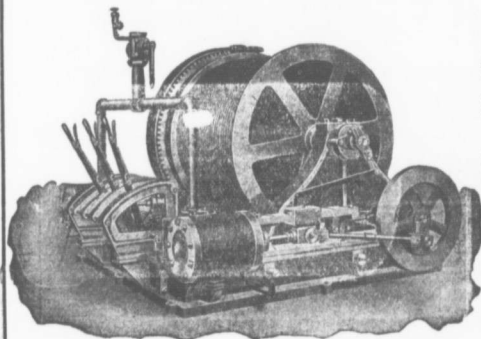
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EASTBOUND			WESTBOUND		
Read Down			Read Up		
No. 22	No. 24	STATIONS.	No. 21	No. 20	
a. m.	p. m.		a. m.	p. m.	
L 11 25	L 4 05	P. TUPPER JUNCTION	A 11 10A	3 25	
N 11 21	S 4 05	PORT HAWKESBURY	N 11 09B	3 17	
A 11 24	A 4 18	PORT HASTINGS	L 10 57L	3 00	
	L 4 25	TROY	A 10 52		
	P 4 35	CREIGNISH	F 10 47		
	S 4 48	JUDIQUE	N 10 39		
	F 5 01	CHAIGMOIE	P 9 57		
	S 5 10	CATHERINES FOND	P 9 44		
	F 5 28		N 9 34		
	A 5 42	PORT HOOD	L 9 24		
	L 5 48	GLENCOE	N 9 25		
	N 6 03	MABOU	N 9 10		
	S 6 20	GLENDYRE	N 8 41		
	N 6 28	BLACK RIVER	N 8 25		
	N 6 58	STATHLORE	N 8 13		
	N 7 12	INVERNESS	L 7 43		
	A 7 25		N 8 00		
	p. m.				

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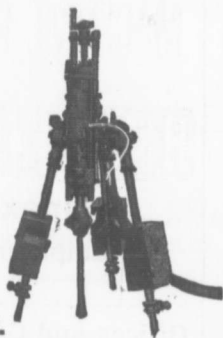
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CAPE BRETON, N. S.

Miners and Shippers of GOWRIE COAL.

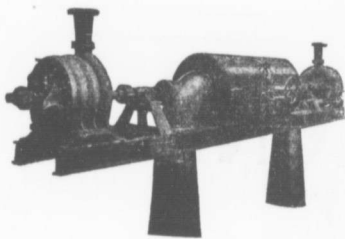
The Reputation of this Coal has Steadily Advanced during the past 40 years and the Output of the new Mine is fully up to the old Standard of Excellence.

**Especially designed Piers for the rapid delivery of coal
into Vessels by Roe and Beddington's Patents.**

OFFICES:—Canada, Port Morien, Cape Breton, Nova Scotia. England, Newcastle on Tyne.

The JOHN McDOUGALL Caledonian Iron Works Co., Ltd. Montreal Que.

BOILERS: All Sizes and all Pressures.



Two Worthington 3 stage Turbines and McCormick Water Wheels, built for Port Arthur, Ontario, Water Works. Combined capacity 1440 gall per minute against 350 head.

PUMPS

Worthington Pumps for
Water Works and Mines.

Water Wheels

Doble Water Wheels for high heads.

Mill Machinery

Etc. Etc.

Head Office and Works : MONTREAL.

District Offices:—MONTREAL, 82 Sovereign Bank Building.
WINNIPEG, 251 Notre Dame Avenue.
NELSON, Josephine Street.

TORONTO, 810 Traders Bank Building
VANCOUVER, 416 Seymour Street.
NEW GLASGOW, N. S., TELEPHONE B'LD.

Dominion Coal Company, Ltd.

Miners of the celebrated "Reserve" coal for household use, "International" Gas coal, and the best Steam coal from its collieries on the Phalen seam.

Yearly output 3,500,000 tons.

ANALYSES.

ANALYSES OF GAS AND STEAM COAL MADE BY J. & H. S. PATTINSON, CHEMISTS,
—NEWCASTLE, ENGLAND.—

	STEAM COAL.	Gas COAL
CARBON.....	80 18 per. cent.	77 51 per. cent
HYDROGEN.....	5 11 " "	5 22 " "
OXYGEN.....	7 34 " "	6 72 " "
NITROGEN.....	1 16 " "	1 27 " "
SULPHUR.....	0 56 " "	3 07 " "
ASH.....	2 30 " "	4 10 " "
WATER.....	3 35 " "	2 11 " "
	100 00	100 00

Caloric Power of Steam Coal :—Pounds of Water evaporated from 212 per cent Fah, by one pound of the coal as determined in Thompson's Calorimeter, —14.8 lbs.

Shipping facilities at Sydney, and Louisburg, G. B., of most modern type. Steamers carrying
—6000 tons loaded in 24 hours.—

Special attention given to quick loading of sailing vessels. Small vessels loaded with
quickest despatch.

:: BUNKER COAL ::

The Dominion Coal Co. has provided unsurpassed facilities for Bunkering Ocean going Steamers with Dispatch. Special attention given to Prompt loading of Steamers of any Size are bunkered, without detention.

By Improved screening appliances lump coal for Domestic trade is supplied of superior quality.

Prices, Terms, etc. may be obtained at the Offices or the Company.

ALEXANDER DICK Genl. Sales Agent, Glace Bay, N. S., Can.

DOMINION COAL COMPANY, LIMITED,
DOMINION COAL COMPANY, LIMITED,
DOMINION COAL COMPANY, LIMITED,

112 St. James St., Montreal, Que.
171 Lower Water St., Halifax, N. S.
Quebec, Que

—and from the following agents.—
R. F. and W. F. Starr, St. John, N. B.
Harvey & Co., St. Johns, Newfoundland.
Hull Blyth & Co., 4 Fenchurch Avenue, London, E. C.

Peake Bros. & Co Charlottetown, P.E.I.
A. Johnston, and Co., Stockholm, Sweden,

G. H. DUGGAN,

2nd. Vice President

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 %	23.41 %
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	5.8 %	.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