

# MARITIME MINING RECORD AND COAL AND METAL TRADES JOURNAL

Dr. R. Bell  
Geol. survey dept.

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

New Series Vol. 11 No. 21

MAY 12th. 1909

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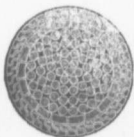
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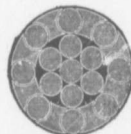
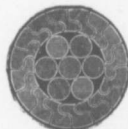
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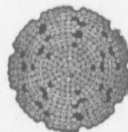
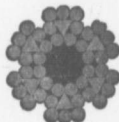
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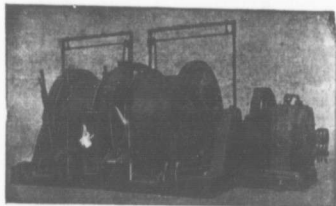
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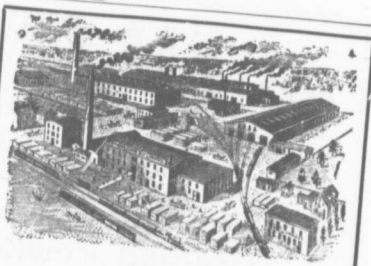
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28 Mixed from New Glasgow.....	8.00
27 Mixed from Pictou.....	10.55
10 Express from Mulgrave.....	10.55
20 Mixed from Halifax and St. John.....	12.35
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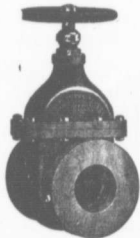
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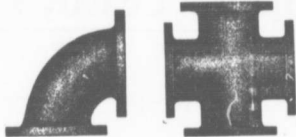
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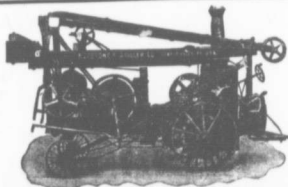
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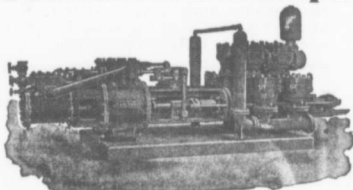
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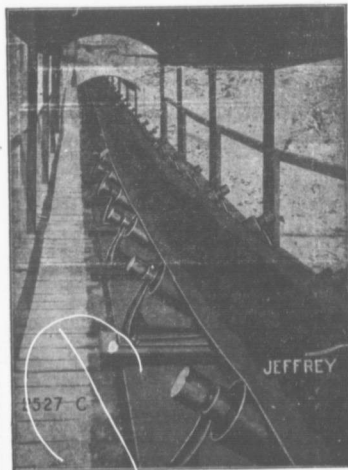
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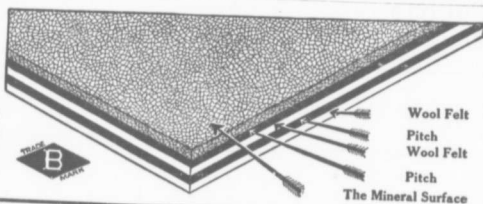
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To the...

# MARITIME MINING RECORD

Vol. 11, No. 21. Stellarton, N. S., MAY 12th. 1909. New Series

## RESCUE STATIONS.

Second Letter. (Continued from last issue)

Presumably the predominating idea in connection with these rescue stations is the object of saving "human life" and next in order is that of saving "valuable property," when either one or both are put in jeopardy by some unforeseen (!) accident which renders the air of the mine unfit for respiration. It is a laudable object and well worthy of the consideration of the 'master' minds, but let us bring practical common sense to bear on the subject, and use the practical and simple means at our disposal for the prevention of accidents.

I am a great admirer of life-boats and their crews, and can give credit for the great amount of good they accomplish, but I admire in a greater degree the wisdom which places a light-house at a dangerous point, in order that ships may be warned of, thus obviating the necessity of the perilous journey of the life-boat and its human freight.

Coming to the case under present consideration—What is the record of the life-saving apparatus? Personally, I am not aware of one single instance in which it has been instrumental in life saving. On the other hand, I find at least two cases on record where would be rescuers—using rescue apparatus—have paid the death penalty, viz., at Courrières and Hamstead. Again after careful study of the records of explosions and fires—causing loss of life—during the past few years, I do not find a great deal to warrant the supposition that either life or property would have been benefited to any appreciable extent—not even if a rescue station had been next door.

Bear in mind I should not have a word to say against the project if we had done everything else in our power to prevent the awful loss of life that takes place from time to time as the result of explosions and fires. But have we, in the past, taken all the practical precautions against explosions and fires that common sense teaches us we ought to take? Not by any means.

Taking the records of underground fires—without allusion to those arising from spontaneous combustion—that have been attended with loss of life, and studying them from a practical man's standpoint, I have formed the opinion that almost invariably they have been caused by the practice of allowing naked lights of some description in the pit. Were these an absolute necessity in any mine? Could not these have been avoided by the simple rule of abolishing all naked lights in the pit? The cost of such a proceeding would have been a mere bagatelle, not worth a serious consideration, yet we still persist in these practices.

Take the more serious of the explosions that have occurred during the last few years. After consideration of the facts at your disposal—to say nothing of the facts that you can't get at—how many of them could you reasonably place in the category as 'An Act of God,' and how many as the careless Act of Man or Men? By this I do not wish it to be understood that it is always a careless or criminal action on the workman's part that causes the disaster; not by a great deal, for I am of the opinion that the management are often a great deal more to blame than the men.

Let us assume that a man wilfully unlocks a safety-lamp in his working place, unknown to any official, and the result is an explosion caused by fire-damp coming into contact with his naked light. In many cases the consequences of the rash act are intensified a hundredfold, by reason of those in authority allowing an explosive substance—in the shape of coal dust to accumulate in the roadways to such an extent that the explosion travels through the whole of the mine and possibly others connected with it, bringing death and destruction in its wake. Who shall say which is the greater sinner. Take another instance—a favourite as an explanation of such disasters. A shot is fired on a main roadway, and from some unexplained cause a disastrous explosion is the result. At the inquiry we have one or more theories as to its cause, but the main fact that stands out prominently is that—if not actually caused—it has been greatly magnified by the presence, in large quantities, of inflammable coal-dust. Who is the greater sinner? The man who fires the shot, or the man who is responsible for keeping the roadways free from explosive agents?

Looking at the matter from this standpoint. I am strongly of the opinion that if the various collieries spent the money—with the possible addition of a few more pounds—that they will spend on Rescue Stations, in keeping the workings free from gas and the main roadways free from inflammable coal dust, they will have solved the problem, and that without the aid of a Rescue Brigade.

I am perfectly well aware that some people argue that there are some mines where the workings can't be kept clear from gas, but as a practical pitman I am greatly inclined to the opinion that if these collieries would ventilate their pits they wouldn't be greatly troubled by the gas question. I do not simply mean put a good modern fan up, and have good intakes, but I mean also make a good return, and judiciously distribute the ventilation.

Coming to the question of coal dust, I admit that many of our leading men predict all sorts of financial trouble if the removal of the very fine dust on our main roadways is made compulsory, but I advise the reader

to look back upon the history of coal mining, and tell me if he can find one single instance of reform being mooted, when a great many of our foremost rank men did not prophesy dire results if such reform should be enforced. Take for such instances—The Act enforcing two entrances to the mine. The Act enforcing high explosives for gunpowder. The substitution of attic timbering etc. Yet I have not heard of any great serious financial disasters arising out of these compulsory measures, so that I imagine we are quite free to question the advisability of giving too much credence to the pessimistic declarations.

In proof of the argument that I have advanced let us take a case for consideration. Suppose a colliery with an output of 1,200 tons per day, having six miles of main haulage road to maintain, coal of a very dusty nature, and a roof, floor and sides that will not allow of the application of water to any great extent. Now, if water mains were laid to the far end of each separate haulage road, where the trams are collected before being put on the rope, and by means of an automatic arrangement, the full trams were well watered before that would be deposited upon floor, roof, and sides would be considerably reduced; in fact, it would be reduced to such an extent that if six men, one for each mile of road, were employed at night time, they would be able to keep both roof, floor and sides clear of any serious accumulation of dust, and fill it into trams ready for sending out of pit.

In this case the cost per ton, after paying the first cost of putting in the water mains, would be 30/- per day per 1,200 tons, equal to 3d. per ton. Then consider that in a colliery of such size there are generally a few men on the compensation books who might be able to do this work, and thereby begin work after an accident several weeks before they could resume their ordinary employment, and we could assume that by this means we could reduce the actual cost to one-half or 15d. per ton. Considering the benefits that would accrue from such tactics, I think few will be found to assert that the price is exorbitant, or that it would bring financial disaster.

I am convinced that in a great many cases, if the gentlemen at the head of our several collieries would but give an order to those under them that this source of danger must be tackled seriously, and that they would look to them to reduce this danger to a minimum, the dangerous element would soon receive practical treatment suitable to the local conditions, and partially—if not quite—eliminated.

Another feature of these explosions and the attendant inquiry is the difficulty of forming an opinion as to the condition of the mine at the time of the accident. If you examine the records of such events, you will often find the statement made that gas was not found in the mine for such and such a time prior to the explosion; this by the way, is generally put forward when we are advocating the coal dust theory as the cause.

Now, all this is very well, and possibly it is correct as far as the reports go, but the majority of practical officials could tell you that gas is not reported every time it is found at a large number of collieries.

It is not always wise to assume that freedom from gas in report books necessitates freedom from gas in the pit. Of course, I have no wish to assert that this

obtains at all collieries, but after a somewhat lengthy official experience I am convinced that it is much more general than people imagine.

There are people, I suppose, who would say in a moment that such men are not fit to act in any capacity, but I am not so sure of that. They are often good practical officials, and if they do ignore the law in a case of this sort, they are in some measure driven to it, and it is questionable who is the greater delinquent in the matter, for bread and butter—with something better if possible to get it—plays a prominent part in each of our lives.

### THE FOREIGN U. M. W.

The St. John Star, referring to reported labor trouble in C. B. says:—

"When Canadian employers and Canadian employees find themselves unable to settle their differences without the meddling interference of United States funds brought from across the border, it is time they both went out of business. The Cape Breton miners who are now relying upon their affiliation with the United Mine Workers of America to help them out in the disputes in which they have involved themselves, have already lost the sympathy of Canada in their cause, no matter how just that cause may be. Ever since labor in the mines of Nova Scotia was organized the operating companies have got along very nicely with the Provincial Workers Association. Various lodges of this organization have from time to time had disagreement with the companies by which their members were employed. Occasionally there have been strikes but none of these have been of a serious nature and as a rule matters have adjusted themselves without very much ill-feeling on either side. At Springhill it is true, this does not apply, but then Springhill occupies a rather unique position in the mining world. The P. W. A. as a whole, and its various lodges as units, have very often sought from the operating companies changes in schedule and variation in the work by which the men secured advantages. All affairs have been conducted with moderation, but during the past two or three years, perhaps incited by the magnitude of disputes across the line, some of the younger members of the P. W. A. have been crying out for even greater concessions. They have been consistently opposed by the conservative element among the miners and as a last resort brought about a split in the P. W. A. ranks by which a considerable number of the members were induced to leave that organization and associate with the United Mine Workers of America. This action was taken with the object of the powerful support of the United States body in a carefully planned campaign, which is now being developed. Certain demands are being made on the Dominion Coal Company. The latter has granted concessions asked by the P. W. A., but the lodges of the U. M. W. want more. Maybe they are justified in their course. It is not suggested that the Dominion Coal Co. or in fact any other company in Nova Scotia is passing dividends in order that it may improve the conditions of its employees, but certainly there has been absolutely no reason why United States influence and money should not be introduced in a powerful Canadian disagreement. Con-

17—No one is culpable.

18—The cause of the explosion cannot be ascertained.

After the verdict the coroner told the jurors that he was not going to insult them by offering the usual fees. He had applied to the county council for larger allowances, and would call them together when he received what he considered satisfactory. The West Stanley disaster was perhaps the most serious that ever occurred in Durham. There were the same number of lives lost in the Seaham disaster, but the number rescued was much greater. In the Stanley mine out of a total of 197 in the mine only 29 were rescued. About five eighths of those killed were under thirty years. The following are the ages:

- Under 20 years of age 59,
- Between 20 & 30 years of age 40,
- Between 30 & 40 years of age 32,
- Between 40 & 50 years of age 19,
- Between 50 & 60 years of age 13,
- Over 60 years of age 5.

Mr. Nicholas Richardson, presently manager of the Port Morien Collieries, was for a time manager at this colliery.

Three hundred miners miraculously escaped death in an explosion of coal dust at the Sewickly mine of the Keystone Coal and Coke Co. at Madison Pa., when two men were killed. Mine officials concede it is remarkable that the explosion was confined to but two but two rooms. An inspection shortly after the explosion revealed not a trace of gas. The bodies were not marked, and each gives evidence of having been suffocated by fire-damp. The detonation felt throughout the mine caused other miners to rush to the surface. Fire bosses went into the mine and brought out the two bodies. They pronounced the mine safe and later the night shift went to work as usual. General Superintendent Harry F. Bovard of Greensburg said the mine had always been free from gas and that the explosion was the result of a shot being fired before the dust in a room had been allowed sufficient time to settle—Fuel.

A proper estimate of the danger of the miners' occupation seems to be lacking and especially so is this the case among the men themselves. It is true that in life one becomes accustomed to hazardous risks; that the acrobat, for example, will in time, as it were defy the law of gravitation; and the miner, in the same manner, beginning by taking a slight risk in some department of the work and going on to disregard greater hazards, finally meets his end. This may be due to negligence on the part of the company, or due to his own or fellow-workmen's carelessness, but generally the number of accidents in a mine will, to a great extent, depend on the estimate employers, as well as employees, put upon the dangers of the occupation and upon life itself, and hence protection thereof will be in direct proportion.

Accidents may be due to neglect or carelessness on the part of the mining company or the employer or due to neglect or carelessness on the part of the employee, or to causes over which no one has control—or unavoidable accidents.

siderable feeling has been aroused in Cape Breton, and in other parts of Nova Scotia by the action of the men in affiliating with the Mine Workers. Practically all the employing companies are against them, whereas friendliness prevailed between the e companies and the existing Canadian unions. Public opinion seems to be against the men at the present time, not because of excessive demands on their part, but simply through the undesirable introduction of outside influence. At the same time it must be admitted that the Dominion Coal Co. seems to be going out of its way to look for trouble. It has, according to report, fenced its collieries, and quite recently has secured the appointment of more than six hundred special constables to be employed in protecting its property in the event of a strike."

In reference to the latter sentence the Star seems to be ignorant of the fact that the fencing in of the collieries began before a U. M. Lodge had been organized in C. B.

#### The West Stanley Colliery Disaster.

At the inquest on the 'Stanley' disaster, involving the loss of 163 lives, which occurred Feb'y last, though the inquest was not concluded till April, the coroner in very extended remarks said many sensible things. In reference to the jury viewing the bodies he said:—"As a county coroner, acting in a great mining industrial part of Durham, and having held many thousands of inquests, I have never known where a single case of viewing the body was of the slightest use." Why do not our English legislators legislate for the whole country instead of for Scotland? It is all one Kingdom and why should there be one law for North of the Tweed and another for the South. The Scotch jurors are not required by Act of Parliament to go and view the bodies, but a very useful power is given, and that is the right to view the place where the fatality occurred, so that they may compel admission to wherever a fatality has occurred. Now you poor Englishmen have just the reverse to submit to. You can view the bodies, and you are compelled to do it, but you cannot compel the owners of the collieries to permit you to examine their collieries. I say it is a scandalous disgrace to this country that there should be such a difference of procedure in the two parts of the country. I think the sooner that difference is done away with by a short Act of Parliament being introduced, to put us on the same plane as our friends, the better.

The findings of the jury were as follows:

To questions 2, 3, 4, 5. The several seams were in good working order.

6—Everything in the downcast shaft was in good working order.

7—Same in reference to upcast shaft.

8—The ventilation was sufficient.

9—Lamps issued in good condition and properly locked.

10—The West Stanley Colliery was in all respects properly provided with machinery and materials for the safety of men and boys.

11—All the officials were competent.

12, 13, 14, One explosion in this Busty seam.

15—A dust explosion.

16—Cannot say what ignited the dust.

## MARITIME MINING RECORD.

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## HOW TO GET CHEAP COAL.

The member for South Cape Breton made some remarks in Parliament at Ottawa, which must cause wonderment to all in any way familiar with the history of the Nova Scotia Coal Trade. The remarks might be excusable if not wholly pardonable had they come from a member from the 'country' districts, but coming from one who has spent most of his days in close proximity to coal mines they are wholly inexcusable.

We shall call attention to a few of the member's statements as reported in Hansard:

"The coal industry in Nova Scotia has had a hard time of it during the past two or three years and particularly during the last year."

Up till the end of September of 1908 and for eight years previously, Nova Scotia's coal trade enjoyed a time of unexampled prosperity. Owing to short deliveries in Montreal to people who had bought at the beginning of the season, trade became suddenly dull and remained in that condition for exactly seven months at the most. These months are the only 'hard time of it' the Nova Scotia coal trade has had in ten years.

The RECORD has been told—by the member for South Cape Breton's friends—that Mr. Maddin was a clear and logical speaker. This is the first of his speeches the RECORD has had the privilege of reading, and we confess to a bitter disappointment. The speech lacks connection; its matter is drumy, its reasoning and logic faulty, not to use any harsh expression, and its meaning not at all clear. We quote portions of the speech from Hansard:

"There is another feature in the cost of production of coal in Nova Scotia, and that is the manner in which the coal leases in that province are dealt with. There are no less than 148 coal leases in Nova Scotia held by speculators. We must all admit, and it must be apparent to hon. gentlemen whether acquainted with the coal trade or not, that coal, in order to be cheaply produced, must be taken from somewhere near the surface, that if coal is produced at a distance from the mouth of the shaft the cost of production is necessarily increased. In the county of Cape Breton, the Dominion Coal Co. is the only company in a position to produce coal at a reasonably low cost. The Nova Scotia Steel & Coal Co., on the other side of the harbour, is producing coal in a number of instances from a distance of a mile and a half or a mile and three-quarters from the foot of their shaft. Only last July, in

company with the chairman of the Civil Service Commission, Professor Adam Shortt, I had an opportunity to go down the Queen pit shaft of the Sydney mines, which is on the shore near Cranberry Head, and is sunk to a depth of 800 feet. We travelled 2,400 yards to a tool house or station where the miners' lamps are tested and they get their tools to proceed to their work. That will give some idea of the cost of mining coal to this company. When it is borne in mind that this company were obliged to drive through crushers in order to win the coal at even this great distance, one can form a still further idea of the cost of production. The company cannot develop the areas to the south because they are bounded by the Dominion Coal Company, or to the north because these areas are held by private individuals and concerns that are not developing.

"Let us leave that county for a moment and go up to the county of Pictou. There the two principal producing concerns are the Acadia Coal Mining Company and the Intercolonial Coal Mining Company. Both these companies are circumscribed in their operations and the result is that their slopes have been sunk to a depth now of over 7,000 feet and the great output of coal comes from a distance of over a mile from the surface. When we remember that driving for such a distance the roof and pavement becomes bad and a great amount of unskilled labor is required to keep up air ways, timber and ventilating, we can form some idea of the cost of producing coal there. This condition exists notwithstanding the fact that there are over 140 coal leases in Nova Scotia tied up in the hands of non-producing speculators."

Will Mr. Maddin or any of his party tell us what the member for South Cape Breton is driving at. His remarks seem to be very much laborious. He wants to have a hit at the Murray and Fielding governments and does not very well know how.

In order to compete with Americans we must have cheap coal, says Mr. Maddin.

In order to have cheap coal we must have shallow mines; and

In order to have shallow mines we must get hold of the 140 leases tied up in the hands of non-producing speculators.

We think we have stated Mr. Maddin's position fairly. What, again we ask, are we to make of it. Is his idea that as soon as a mine has become 'not shallow' which follows in less than ten years, perhaps, from its opening, the mine should be closed down, the machinery allowed to be idle or removed to one of the 140 leases 'held by speculators'. Just read over again what Mr. Maddin says in reference to Acadia and Intercolonial Coal Companies are circumscribed in their operations; that the slopes have been sunk a depth of 7000ft.; that the great output of coal comes from a distance of over a mile from the surface; that the roof and pavement become bad at these depths; that a great amount of labor is required to keep up air-ways, to timber, and to keep up ventilation, and therefore the cost of producing coal is high. Of course the cost of producing coal is high, but what is Mr. Maddin's remedy? Here it is by inference: "This condition exists notwithstanding the fact that there are over 140 coal leases in Nova Scotia tied up in the hands of non-producing

speculators." Wonderful, and again wonderful. Will Mr. Maddin be good enough to say what effect the untieing of one or a dozen or more of the 140 leases would have on the cost of producing coal in Pictou County. We cannot begin even to imagine where the abrogation, or confiscation, of the leases would have the remotest effect upon costs in Pictou. Does Mr. Maddin hint that if these 140 leases, or some of them, were open to the two Pictou Companies that they would abandon Westville and Stellarton so that they could produce cheap coal. If Mr. Maddin's language means anything it means: "Abandon the Pictou mines, they are too deep, in order to have cheap coal we must have shallow mines." If Mr. Maddin's wild suggestion were acted upon there would be very few of the present companies doing business. Cumberland Companies would have to shut up as well as Pictou, and so would Sydney No. 1, and Port Morien and even such comparatively new mines as Dom. No. 1, Inverness and Port Hood. Mr. Maddin's proposed policy is not new by any means. In its early days the G. M. A. tried it with disastrous results to Pictou County's coal assets. And it was tried too at Sydney Mines. The G. M. A. thought it was too expensive to reopen mines, that had taken fire in Pictou County so abandoned them, one after another, for 'shallow' mines, and they did a similar thing also at what is now known as Sydney No. 5. It was thought too expensive to work this pit so it was closed. After fifty years it was re-opened by the Nova Scotia Steel & Coal Co. to the benefit of C. B. Co. and the province generally. The people of the province are perhaps to-day paying more for coal because the operators of fifty years ago believed in 'shallow' mines; were we at this time to revert to that policy, posterity would have good reason to curse our memory. Dr. Oslers joke in reference to men over forty, must from henceforth play second fiddle to Maddin's proposition for the procuring of low cost coal.

#### INCREASED COST OF COAL MINING.

In the United States government's suit against the carriers, M. G. Stevenson of Scranton gave evidence on behalf of the Temple Iron Co., and gave in detail some of the causes which have led of late years to increased cost in anthracite mining. The causes which contributed to increased cost across the line have been equally, if not to a greater degree, active in Nova Scotia. Among the things tending to increased cost he enumerated the greater margin which must be allowed for mine disasters and floods, the decreased efficiency of labor, the higher wages paid since the settlement of the strike of 1902, the shorter hours, the greater expense of operation due to the installation of expensive machinery and the greater depth of the workings. The increased cost of labor he estimated at 33 1/2 per cent. Taxes have risen from a basis of \$17 in 1899 to \$53 at the present time. Rails for the mine tracks, the cost of repairs to the breakers—everything has gone up. Even mules cost 50 or 60 per cent. more now than ten years ago. Lumber used in inside work is 35 per cent., and that employed in outside operations 75 to 80 per cent. higher than in 1899.

"The expense of conducting a modern colliery has really more than doubled the cost of mining," declared Mr. Stevenson. "Yet the increase in the cost of coal has not kept pace with the increase of other commodities. I believe the price of coal should be raised, and I believe it will."

#### A REASON FOR CHEAP COAL IN THE U. S.

The question is often asked "How is it that they can sell coal so much cheaper in the United States than we can in Nova Scotia." Perhaps one reason may be found in the statement of the Pittsburg Coal Co., the biggest coal concern in the United States. The coal mined amounted to nearly 2,500,000 tons for the first three months of 1904. The gross earnings for this period were \$420,199, the charges being \$574,652, leaving a net loss of \$165,000. Instead of doing a profitable business the company lost, on every ton of coal sold, some 8 to 10 cents, as included in the earnings were coke sales on which there probably was a small profit. The general run of coal companies in N. S. are not strong enough to carry on business on similar lines.

#### HOW LABOR MATTERS STAND AT THE COLLIERIES.

Westville is loyal; patriotic as expected. Stellarton has not yet taken all the good it can out of the P. W. A.; will hold on till it drinks the old society dry.

Port Hood still holds up her head.

Inverness made a big strike. The 'red shirts' encouraged indirectly, perhaps, yet effectively by a white tie made a bad break. About 400 have deserted their colors and gone over to the enemy. The Belgians, being socialists, went over in a body. So did the 'bad debts.'

The men in the Glace Bay district will be loyal to their agreement and stand by it.

Sydney Mines is O. K. The socialists, as in Britain, are losing ground.

At Springhill things are at fever heat; there is nothing talked of but 'strike.' It is said the Springhill men are under bonds to provide sufficient excitement the coming summer to give variety and satisfaction to the red shirted fraternity of the province.

Great Britain exported last year no less a quantity than sixty two million tons of coal. Her exports now form a considerable item of her total production. Of late years the proportion of exports has gradually been growing larger. The following table shows the prices of the exports f. o. b.:

Ten million odd tons at not less than 16 shillings.  
Nine million tons at between 10 and 11 shillings,  
Seven and a half million between 11 and 12 "  
Eight million tons between 12 and 13 "

The average price of these thirty five million tons is say three dollars per ton. If the Nova Scotia coal companies could get that price f. o. b. for all the coal they export out of the province they would have every reason to be contented. A large proportion of the British exports went to Germany. Of late years German manufactures have been forging to the front. Coal is higher in Germany than in N. S. and yet some have the cheek to say that the slow progress made by Nova Scotia is due to dear coal.

## - Rubs by Rambler.

Though wholly unfamiliar with the tool, having put his hand to the plough, the member for South C.B. determined not to look back. Rather he determined to eat 'the whole hog or none' to use what is supposed to be a vulgar, while yet a classical quotation, and therefore he delivers himself as follows:

"The member for Cape Breton North and Victoria (Mr. McKenzie), in his observations before the local legislature in 1901, was very proud to point out that in past years the miners of the county of Cape Breton were obliged for four and even five or six months of the year to go without employment, and that their earnings during the months they worked were sometimes eaten up, and they were obliged to go into debt in some instances in the four or six months of loafing. I would point out to him that the condition of the miners of Cape Breton county and of the province of Nova Scotia were very much better in 1878 than they have been from 1896 until the present time. I wish to show that the miners in the Province of Nova Scotia are in a more deplorable condition at present than they ever were under the regime of the Liberal-Conservative party. . . . It is quite true that up to 1866 the output of these mines was not so large as to warrant the shipment of coal in winter. Some of the mines banked more coal and some less; more none at all, and so at some of the collieries of Nova Scotia work during the winter fell off considerably, with the result as the hon. member for Victoria quite rightly said, the miners for four and sometimes six months in the year were unable to find employment about the collieries. But they were enabled to make their daily bread the year around; they brought up and reared about them large families and enjoyed as good a measure of prosperity as they do to-day. What is their position to-day? It is practically true that for eight or nine or ten years the miners of Nova Scotia have been afforded employment for twelve months of the year, and if these twelve months were to be proportionately as remunerative as their employment during the months they were at work prior to 1866, you would expect that having their employment practically doubled, they would be twice as well off. That, however, is not the case. In the county of Cape Breton the miners do not own their own homes; they live in company's houses; they trade in company's stores, and it is safe to say that at least 30 per cent. of them have never known for the last seven years what it is to be out of debt in the company's books. Striking instances have been brought to my attention time and time again. There are at least hundreds of instances where the indebtedness of a family in the books of a coal company in Cape Breton aggregate from \$600 to \$1,000. If the condition of the miners in Nova Scotia was deplorable before 1896 because they were able to work only six, seven or eight months in the year but were still able to make a livelihood, I submit that they were very much better off, having the additional four or five months off to improve their minds, than they are to-day when they are able to work for twelve months but are still in the unfortunate position I have described. I am not viewing their position from any pessimistic point of view. I would be very sorry indeed, coming from amongst them as I do, to make

their case out as worse than it is, but I have been brought in personal contact with so many instances such as I have described that I cannot allow the opportunity to go by without pointing out that the condition of the miner of Nova Scotia is to-day not as good as it was previous to 1896, notwithstanding that the men are now able to work for twelve months in the year."

The foregoing is the most extraordinary doctrine that has been propounded in reference to work and wages for many a day. Grayson, if he wishes to maintain his notoriety, must take a leaf out of Maddin's book. The proposition in the last analysis is "The more one earns the less he has". If previous to 1896 a miner could make as much in six to eight months as he does now in eleven or twelve there might be nothing to laugh at in the member for South Cape Breton's statement, but in view of the fact that with very many fewer days labor, and the daily wage earned very much less than it is to-day the member takes that step which removes his remarks from the sublime. The statement is sublime in its novelty, but being contrary to fact it at once becomes ridiculous. Mr. Maddin does not deny that since 1896 there has been three or four months more work for the miners. What he says is that with eight months work they lived as well as they do now with twelve. Let us work it out. Previous to 1896 the average of days worked year in, year out was 205—this is a high average. Since that time the average has risen to 280—this is a moderate estimate. Previous to 1896 a miner averaged a daily wage of \$1.75. Put it at \$1.00. This gives his earnings for the year as \$390.00. The wage since 1896 is at least 75 cents per day better than previous to 1896. In these later years he earned 280 days at \$2.65 = \$742.00, or only forty dollars less than double the wages he made in the years that Mr. Maddin thinks were baleful. The fact is that the position and condition of the thrifty mine worker is immeasurably superior in every respect to what it was prior to 1896.

"Continuous employment throughout the year may, under certain conditions, and with certain persons be an advantage or a necessity. With those who live improvidently it is a necessity; with those who conduct their affairs providently it is quite possible that eight months labor might be more profitable than twelve; it all depends upon the conditions of wage and cost of living. Such conditions are not confined to the mining industry. In this province the profitable period of labor during the year in the farming industry is not so great as in the mining industry. The same is true of the fishing industry where it is often noted that some very short seasons have been much more profitable than longer ones; the causes being, of course, a good run of fish and high prices for the product."

The foregoing from the Sydney Post beats Leach at his best. It is really, as the girls say, 'too funny for anything.' If a miner could cut ten boxes of coal a day and get out only five, it might be better for him if he could get ten boxes per day and work but six months in the year. As it is, however, if the miner loses a box or two to-day he cannot make up the loss to-morrow or the next day. It is lost for ever. If the fishermen does not set his nets when the fish are around, he



misses his opportunity. His season is short through no will of his own. It is the provident and not the improvident who cannot afford to lose work. The farmer has a set purpose in life, and strains every nerve to attain it. The improvident man leaves very much to chance, a happy go lucky sort of mortal. If the thing really can be done, if it is possible to make as much in eight months as in twelve, and live comfortably upon it, a great many may desire to know how it is done. Having set people on edge, the Post in a calm and judicial manner, ought to give fuller information.

An "Old Miner" in the Sydney Record replies effectively to Mr. Maddin M. P.'s statement that the miners were better off previous to 1896 than since. We have condensed the letter into paragraphs, viz:

Mr. Maddin says that having so many idle days they could improve their minds.

If he had inquired he would have found that many more began to improve their minds when they had steady work than before.

After steady work new mines opened up.

The young miner then saw a chance for promotion and became studious.

There was more time it is true for study when the pits were idle six months in the year, but with full time 100 per cent. more miners set themselves to study. There appeared an outlet for their ambitions.

It is now not necessary to import mine managers. There are a sufficient number of our own men to fill all jobs, due to the stimulus given study by full time.

Many miners are now able to give their sons a college education.

Many young men can pay their own way through college.

These things were impossible with the long idle winters that Mr. Maddin exults over.

If as Mr. Maddin says the miners got a living before 1896 and just get a living now, he forgets there was a mighty difference between the way of living then and now.

Then the miners ate no butcher meat in winter, and very little in the summer.

Now they throw steak at the butcher when he calls if it is not 'popes eye'. (We have taken the liberty of naming the cut.)

The miner has always an excellent spread at all meals. (We are again giving the sense if not the actual text.)

Previous to '96 the miners were forced to wear ill fitting ready made suits of shoddy cloth costing little money.

Now the best in the land, by the best makers, in the best fashion is not too good for them.

Then they could not afford to buy books, magazines or papers.

Now they are as well informed as any in the land.

In these days the one pastime of the miner was lounging in the stores, sitting on shop counters, or leaning against street corners.

Now he has athletic grounds, clubs, theatres, nickels, etc. etc.

For an outing in these days he had to be content with Glace Bay Brook with an odd Tommy Cod or Sucker.

Now he can go on extended excursions, and

even compete with Jack Ross in catching 'Tuna' off Mira.

Miners then had few enjoyments.

A miner then could not save money, now he can.

Previous to 1896 it took the miners all summer to pay for what they had eaten during the previous winter.

Then 95 per cent. of the miners depended on the company to supply them with food and clothing during the winter.

Mr. Maddin admits that only 30 per cent. have to deal in company stores, and I think he places the per centage high.

Even 30 per cent. as compared with 90 per cent. is rather striking.

To-day miners patronize freely tram cars.

Their houses are to-day a hundred per cent. better.

Wages have increased much more than the cost of living, 'living' means as we lived before '96, Pit drivers then got 50 to 80 cents a day.

Now they get from \$1.25 to \$1.75 per day.

Men make 100 per cent. more wages than previous to 1896.

We who have lived through it all, know it all, and we know what Mr. Maddin evidently does not, that a miner to-day lives like a prince, whereas previous to 1896 he lived like a beggar.

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The Glace Bay Gazette in its account of a 'Socialistic social' at Glace Bay says: "Mr. McLeod laid down clearly the political standpoint of the Socialistic party and the reason of it being organized. He treated the matter fully and left no stone in the movement unturned." The Gazette having said so much is in duty bound to say more. There are many and I am among the number who want a clear cut statement as to what the 'political standpoint' of the C. B. Socialists is. Do the Glace Bay Socialists take pattern by the British, French, German or American standpoints. Do they swear by Marx, or Manrenbrecher or Blatchford, or Spencer, or Keir Hardie or Grayson, or Debs. As there are as many forms of Socialism as there are sands in the sea for multitude, the Gazette must be explicit. Is the kind they have in Glace Bay indigenous to that locality. Is it specially branded 'Home made'. Have the G. B. Socialists put off their swaddling clothes. Are they still under bonds to the axiom 'Liberty is the highest law' or can they take a forward step with some of us and say 'the best, the highest, liberty is law'. The Gazette further tells us that the company are separating sung the 'Scotch' anthem called 'Auld Lang Syne'. Now that is pretty good. In these days when most of the papers ascribe everything British to the English, for instance 'English Parliament', 'England's Naval Supremacy', 'English Statesmen', though nearly every statesman is a Scot, it is refreshing to have something called 'Scotch'. But then why Scotch? That word is only appropriately applied to a liquid for which Scotland is notorious. The press only stop short at "God save the King". They do not call it the English but the 'National' Anthem. To call Auld Lang Syne the Scotch Anthem betrays lack of the appreciation of the fitness of things. It is more than that; it is the Universal anthem. Or, better, why didn't the Gazette call it the International anthem. The word would have

conveyed a sense of comradeship, of brotherhood of the world over. And yet why did this gathering of Socialists sing Auld Lang Syne. Did they not realize that the spirit of the song is wholly anti socialist, in the ordinary meaning of the word. How can the true Socialists drink to the days of Auld Lang Syne seeing in those days the red shirted man had not the ghost of a show, but was rode rough shod over by lairds and lords. How could these Glace Bay Socialists sing heartily:

"And surely ye'll be your pint stoup

And surely I'll be mine."

seeing the Socialist who would play the game must forego his pint stoup and be content to drink out of the common bucket. Ideal Socialism declares for 'one bucket for all noses'. In the real genuine undiluted Socialism there are no two pint stoups. The other fellow has no pint stoup. Teum is not in its vocabulary. Can't you read the legend on the red flag: 'What is thine is, or will shortly be, mine.' If the Scots have any anthem it is 'Scots wha hae,' and that with trifling alterations might be sung by the G. B. Socialists. A change like this could be made in one of the verses:

Lay the money makers low,  
The thrifty fall in every foe  
Liberty's in every blo.w.

Someone will kindly finish the verse as time preses.

If we want to know what socialism as preached in English, is I presume we should rather go to Britain than to the continent of Europe or to Chicago to learn. There has been a split in the labor and socialist ranks at home, which came to a head at the Labor Party Conference held lately in Edinburgh. What is believed to be at the bottom of the trouble which forced such men as Ramsay Macdonald, Philip Snowden, Keir Hardie, and Bruce Glasier to resign? Will those clergymen who do not quite know themselves; who are supposed to have a mission well defined, and cut and dried, yet are restlessly reaching forth for something else, they scarcely know what, inquire closely into the cause of the split. If they do so they will find that the hand of the atheist and the sceptic has been at work. The best members of the Independent Labor party have been trained in the Free Churches and still believe in God. They firmly believe that without religion as its inspiration, socialism cannot succeed. Blatchford, the atheist, and his followers make up the Social Democratic Federation. They are an anti religious lot and seem to have captured the notorious Grayson. The two elements in the I. L. P. came together and there was a clash. The dissensions mean a heavy set back to the socialist cause.

There is a tremendous divergence of opinion between Sir. William Van Horn, and our familiar friend of the Eastern Chronicle. The latter says that there is no sane man who does not believe that free trade with the United States would be the making of the Maritime Provinces. The former on the other hand declares "I estimate there are only six and a half per cent. of fools in Canada, and so long as this percentage does not materially increase, we are in no danger of reciprocity, at least not such reciprocity as would throw down all customs barriers." Those who read the fulmination of our friend before they had got hold of

Sir. Wm's opinion crept shamefaced into a hole. On hearing what he had said on the subject, they crept out, and are now happy covered by his wings.

A paper was delivered before the Edinburgh Association of Science and Arts by Mr. W. E. Jackson, the subject being coal. He traced the earliest knowledge of coal, it being known to the Greeks, and there was evidence to show that the early Britons had knowledge of it, while it was made use of by the Romans during the occupation of Britain. So far as was known Scotland was entitled to claim the earliest record of coal working in Britain, if not in the world, and he mentioned in this connection Newbattle and Curloss. Amongst many slides shown four specimens in his own possession were constructed scenes of plant and animal life from the fossils recovered from coal.

The Manufacturers of Amatite, the best known of the mineral surface roofings, received the following letter from Hot Springs, Arkansas:

"Dear Sirs:

I want twenty more squares of Amatite and I will tell you why. I had a house gutted by fire three weeks ago, and it was covered with Arkansas shingles, thin shingles and a rubber roofing. One kitchen was covered with Amatite, and it seemed to be the only fire resisting roofing on the house. All of the other roofing was entirely destroyed. After the fire was put out, the Amatite roofing was standing with the exception of some places where the sheathing had torn out and broken holes through it. In fact the major portion of the Amatite would have turned water after the fire. As I am going to rebuild, I want enough Amatite to cover the entire house. Yours respectfully,

G. F. MALDING."

If any of our readers are not familiar with Amatite they should send and get a sample at once. This roofing needs no painting and is fire-retardant as well. Address the nearest office of the Carrite-Paterson Mfd. Co. Ltd, St. John, N.3. Halifax, N. S.

The following are some of the largest coal producing companies in Pennsylvania. There are two score or more whose output exceeds 500,000 tons yearly:— The Pittsburg Coal Co., 11,000,000 tons; the H. C. Frick Co. 10,000,000; The Monongahela Coy. 6,000,000; The Berwick White Coy., 3,770,000; The Keystone Coal Co. 3,300,000 tons; The Pennsylvania Coal & C. Co. 2,800,000 tons and the Jamieson C. and C. Co. 2,428,000 tons.

## VICTORIA DAY

MAY 24th. 1909.

### Intercolonial Railway.

Will sell Round Trip Tickets at FIRST CLASS ONE WAY FARE. Good going May 21, 22, 23, 24. Good for return May 26th, 1909. Between stations on the Railway, and to Detroit, Sault Ste. Marie, Mich., Buffalo, N. Y., and points East in Canada.

## AROUND THE COLLIERIES.

The Dominion Coal Co. purpose to build forty more houses at Dom. 12 and 14.

The coal at No. 12 colliery of the Dominion Coal Co. is 6 feet thick while the seam at No. 14 is 7 ft. thick.

A new fan engine and hoisting engine is being erected at Dom. No. 14, besides a lot of other necessary work is being done.

Things are moving nicely at the Inverness mine. The new angle slope is in operation and the management is greatly pleased at its satisfactory working.

At the present 1200 tons are being hoisted from the Inverness mine on the single shift. Another box is to be added to the rake which will make a rake to consist of ten boxes. This should facilitate outputs.

Notwithstanding all the heat germinated by the friction between the opposing forces among the Dominion Coal Co's. employees during the past winter and up to the present time there are large quantities of ice floating around the C. B. coast. As the weather grows warmer and the work busier the heat is expected to grow less.

The Record has not seen the Springhill Standard but learns from an exchange that Mr. J. R. Cowans wrote to that paper stating that the employees at the mines in Springhill had lost 11,393 days in Jan'y., Feb. and March, chiefly after pay days, involving a loss of \$30,000 to the men and \$20,000 to the company in the three months.

There is nothing like taking time by the forelock. Prevention every time is better than cure therefore it is that the management of the Inverness Ry. & Coal Co. have installed safety lamps. This is wholly a precautionary measure, as the mine is not as yet a gas producer. And further the use of safety lamps will insure the mine against fires from open lights.

The new bank head at Dom. No. 12 will, it is expected, be completed by the first of June. The floor of the bank head will differ from any other in Nova Scotia. The floor will be overlaid to a depth of four inches with concrete. This is done to prevent oil saturating into wood, as it does in other bank heads, thereby rendering them very inflammable.

During the month of March 14,153 tons of bituminous coal and 7,339 tons of bituminous dust were imported into the Province of Quebec from the United States. This dust importation business is growing a little serious. It is to be hoped instructions have been given to allow nothing but 'dust' to come in under that name. If coal that passes through screens perhaps an inch and a half wide is allowed to come in under a fourteen cents duty, it is little wonder if there is a growing demand for it. In March 37,857 tons of anthracite were imported into Quebec, 4,986 tons into New Brunswick, and 2,387 tons into Nova Scotia.

The management of the Springhill mines publishes figures to show the harm done by absenteeism. On the two days following pay days over 200 men stay from working, the consequence being that there is a serious decline in output, so serious as to entail a loss on operations. And yet there were people who spoke of hard times at the collieries a month or two ago.

Active mining operations have stopped at the Strathcona mine. The pit pumps have been withdrawn. The suspension of work we are informed is only temporary, and pending a re-organization of the company and the introduction of more capital. It is anticipated that operations will be restarted shortly and on a much larger scale, and under modern and improved methods.

Two of the six large companies show a slight increase in shipments for April, the Dominion Coal Co. and the Cumberland Ry. & Coal Co. The tide is about the turn, and yet if with a handicap of 352,000 tons against them the companies are to do as well this year as last, there will require to be some phenomenal shipments during the season of open navigation. We are in hopes.

Mr. Bonsfield of the U. M. W. is authority for the statement that the \$20,000 (?) brought by him into Glace Bay was 'to feed the hungry'. That amount will scarcely suffice as there are some maws that can never be filled. His statement that no money is paid directly to beneficiaries, but is paid to the storekeepers must cause poignant regret to quite a number who would like to be their own paymasters.

Mr. George B. Burchell, B. Sc. Superintendent of Mines for the Maritime Coal Ry. & Power Co. is visiting Pa. and Virginia studying the methods employed in these districts in mining in seams of coal similar to those which are being developed by his company. The Montreal Herald mentions that Mr Burchell had been attending the annual meetings of the company in Montreal previous to his leaving for the U. S.

When the U. M. W.'s parade was straggling through the streets of Inverness a merchant of the town closely scrutinizing the Fal-taffian, motey, array remarked in the hearing of a reporter of the Inverness News, 'there are more bad debts in that crowd than in all the rest of the town.' Rightly or wrongly the impression prevails that the ranks of the U. M. W. are composed largely of men who have not learned to rely upon themselves.

The U. M. W.'s had a high old time of it last week drawing the legs of the press representatives. They kept these on the tenter hooks, hinting that to-morrow would tell a tale. The U. M. W.'s can beat the P. W. A. men out of their boots as bluffers. Indeed they can do more than bluff; they can—as witness the evidence before the commission, that Springhill had recognized the U. M. W. How true that statement was is made plain by the fact that a conciliation board has been applied for, one of the grounds of complaint being that the management won't recognize the U. M. W.

John Laing, chief of the mining department of West Virginia, brought a delegation of operators and members of the inspection service up to Pittsburgh from West Virginia to have determinate tests made of dust taken from 30 mines in various districts of that State. In all cases it was shown that when black powder was used in the tests the dust ignited with a powerful explosive effect, whereas, when flameless explosives were used the explosive effect was comparatively harmless. This convinces Mr. Laing that black powder is one of the elements of danger in coal mining, and he has issued a positive ukase against its use in any mine in West Virginia. Like orders have been issued by the inspection department of Pennsylvania, but the miners are not at all friendly to the order, and a number of petty strikes have occurred as a result.

In his concise speech on the Coal Trade of Nova Scotia in the House of Commons, Mr. D. D. McKenzie, M. P. for C. B. and Victoria made plain the importance of coal mining to this Province. He noted the great expansion in trade during the past fifteen years, the activities brought into being, and the injury that might follow to Nova Scotia through her markets being preyed upon by larger and more favorably situated competitors. Incidentally Mr. McKenzie threw out the hint to the Ontarians who are seeking for reciprocity that if Nova Scotia was forced to send coal into the U. S., she would probably import the food supplies from the U. S., and not from the Upper Provinces. A wrong heading on one of the tables presented by Mr. McKenzie gives the number of colliery employees as over 100,000. The figures should have come under a different heading.

Business men and supervisors of industrial operations have learned to look upon drinking habits as incompatible with the ability and accuracy necessary to the attainment of the largest and best results.

## WANTED.

Fifty Hand Pick Miners.

APPLY TO

Maritime Coal Railway & Power Co.  
LIMITED.

JOGGINS, N. S.

### PROVINCIAL MINING AND MECHANICAL EXAMINATIONS

EXAMINATION of Candidates for Mine Managers', Underground Managers', and Overmen's Certificates, and Examination of Candidates for Engineers' Certificates, will be held at Sydney, Mabou, Stellarton, and Springhill—commencing June 1st, 1909, at 10 a. m.

All testimonials from Candidates for examination should be forwarded to the office of the Deputy Commissioner of Works and Mines not later than May 2nd, next.

HIRAM DONKIN,

Deputy Commissioner Public Works and Mines.  
Halifax, N. S., April 24th, 1909.

## Coal Shipments April, 1909

—DOMINION COAL COMPANY, LTD.—

—Output and Shipments for April 1909—

	—Output—	—Shipments—
Dominion No. 1	51 240	
Dominion No. 2	64 330	
Dominion No. 3	24 407	
Dominion No. 4	36 172	
Dominion No. 5	45 851	
Dominion No. 6	9 310	180 919
Dominion No. 7	14 762	
Dominion No. 8	16 789	
Dominion No. 9	25 974	

	288 835	180 919
Shipments April 1908.....		179 330
Increase " 1909.....		1 589
Shipments 4 mos. 1909.....		549 632
" 4 " 1908.....		778 291
Decrease 4 " 1909.....		228 659

### INVERNESS RAILWAY & COAL CO.

Shipments April 1909.....	22 545
" " 1908.....	23 017
Decrease " 1909.....	472
Shipments 4 mos. 1909.....	48 957
" 4 " 1908.....	68 691
Decrease 4 " 1909.....	19 734

### CUMBERLAND RAILWAY AND COAL CO.

Shipments April 1909.....	34 435
" " 1908.....	33 458
Increase " 1909.....	977
Shipments 4 mos. 1909.....	124 355
" 4 " 1908.....	144 528
Decrease 4 " 1909.....	20 173

### NOVA SCOTIA STEEL & COAL CO.

Shipments March 1909.....	30 894
" " 1908.....	38 009
Decrease " 1909.....	7 115
Shipments 4 mos. 1909.....	112 141
" 4 " 1908.....	155 746
Decrease 4 " 1909.....	43 605

### ACADIA COAL CO.

Shipments March 1909.....	17 964
" " 1908.....	20 534
Decrease " 1909.....	8 570
Shipments 4 mos. 1909.....	75 831
" 4 " 1908.....	106 421
Decrease 4 " 1909.....	30 590

### INTERCOLONIAL COAL CO.

Shipments March 1909.....	19 228
" " 1908.....	21 930
Decrease " 1909.....	2 702
Shipments 4 mos. 1909.....	80 139
" 4 " 1908.....	90 055
Decrease 4 " 1909.....	9 916

*Priestley's*  
**Mohairs**  
 — and —  
**Lustres**

Have Excellent  
 Wearing Qualities,  
 WILL NOT COOKE  
 :: WITH RAIN ::

Best for —  
**SPRING AND SUMM**  
**SHIRT WAIST SUITS.**

All Ladies who wish to look well  
 wear **Priestley's Dress Goods.**  
 Greenshields Limited, Sole Agents,  
 Montreal, Canada

**Miners Wanted**  
 To Chew  
**BULL DOG TOBACCO,**

Because it is the only Tobacco  
 which does not excite **Thirst**  
 for Water after using

**TRY IT!**

The St. Lawrence Tobacco Co., Ltd.  
 —Montreal—  
 —W. B. Reynolds, Halifax Representative—

**Brick! Brick!**

The Westellar Terra Cotta Company  
 having taken over the business of the Stellarton  
 Brick and Tile Co'y, and having installed more  
 powerful and modern machinery. WILL BE  
 PLEASED TO HAVE ENQUIRIES AS TO  
 PRICE AND QUALITY.

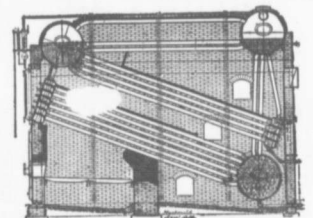
Works — SYLVESTER Head Office — STELLARTON,  
 GEO. E. MUNRO, Sec'y, WESTVILLE, N. S.

**BRATTICE CLOTH**  
**TARRED AIRPROOF**  
 ALSO  
**FIRE-PROOF.**  
 —0000—  
 As Used by the Leading Scotch-English  
 and Welsh Collieries.

**PROMPT DELIVERIES.**

**DRUMMOND, McCALL & CO.**  
 MONTREAL and LONDONDERRY, N. S.

**ROBB-MUMFORD**  
**WATER TUBE BOILERS**



FREE EXPANSION OF TUBES.  
 PERFECT WATER CIRCULATION.  
 DRY OR SUPERHEATED STEAM  
 HALF THE USUAL NUMBER OF HANDHOLES.

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

# CURTIS'S & HARVEY, LTD.

Manufacturers of all Descriptions of

# ...EXPLOSIVES...

BEST QUALITY ONLY.

Blasting Powder and Compressed Pellets, Dynamite,  
Gelignite, Gelatine, Dynamite and Blasting Gelatine.

## PERMITTED EXPLOSIVES.

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

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

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Supplies of all Explosives to be obtained from  
Agents for Nova Scotia — **AUSTEN BROS.,** Halifax

Contractors to Admiralty and War Office, also Colonial Governments.

# ALLAN, WHYTE & CO'Y

## Clyde Patent Wire Rope Works,

Cablegrams: "Ropery Rutherglen" **Rutherglen, Glasgow, Scotland.** Codes, A B C (4th & 5th Eds)  
A. L. Liebors and Private.

# Wire Ropes

for  
Winding & Haulage  
in

Collieries and Mines.

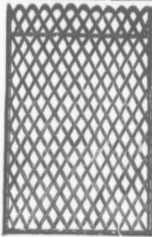
Aerial Ropeways, Suspension Bridges, etc. Specially  
flexible for Ore & Coal Discharging Cranes, Winches, etc.

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

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

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

—Different Sizes and Qualities kept in Stock—



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Factory and Mill Windows,  
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Store and Basements. Windows  
and for all Public Buildings.

**THE B. GREENING WIRE COMPANY, LIMITED,**  
HAMILTON, ONT. MONTREAL, QUE.

CANADA FOR THE CANADIANS!

## WIRE "DOMINION" ROPE

For Everybody.

PATRONIZE HOME INDUSTRY

The DOMINION WIRE ROPE CO., Ltd., Montreal

### INVERNESS IMPERIAL COAL

INVERNESS RAILWAY and COAL COY.  
Inverness, Cape Breton.

Miners and Shippers of INVERNESS (BROAD COVE)

Screened, Run-of-Mine Slack.

—First Class both for Domestic and Steam Purposes.—

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

Apply to Inverness Railway and Coal Company, Inverness, Cape Breton; Wm. Petrie, Agent, Port Hasting, C. B.

### INVERNESS RY. & COAL CO'Y

Time Table No. 26, Taking effect at 1 a. m. OCT 11th., 1908.

EASTBOUND			STATIONS.	WESTBOUND		
Read Down				Read Up		
No. 52	No. 54	P. M.		No. 51	No. 53	P. M.
L 10 45	L 3 50		TUPPER JUNCTION	A 10 31	A 3 35	
S 10 51	S 3 55		PORT HAWKESBURY	S 10 37	S 3 27	
A 11 10	A 4 05		PORT HASTINGS	A 10 52	A 3 10	
	L 4 13		TROY	F 9 52		
	F 4 21		CHEGONISH	S 9 59		
	F 4 28		JUDIQUE	F 9 22		
	F 4 50		CRAIGMORE	S 9 46		
	S 5 05		ATHERNES FOND	L 8 32		
	A 5 23		PORT HOOD	A 8 27		
	N 5 53		GLENCOE	S 8 10		
	S 6 16		MABOU	S 7 45		
	S 6 28		GLEN DYRE	N 7 20		
	6 48		BLACK RIVER	F 7 14		
	S 7 12		STRATHLOONE	S 7 03		
	A 7 15		INVERNESS	L 6 45		
	P. M.			a. m.		

Trains make close connections at Pt. Tupper Jct. with I. C. R. passenger trains, excepting the Maritime Express.

## MABOU & GULF COAL COMPANY, L'T'D.

Miners of the

## MABOU DIAMOND COAL.

Burns and Works like Bituminous ;

Looks and Lasts Like Anthracite;

IT HAS NO EQUAL.

Mines, Piers  
and General Offices

**MABOU. CAPE BRETON.**

# North Atlantic Collieries, LIMITED.

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

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

EXCELLENT FUEL FOR

**Domestic, Steamship  
and Railway Use.**

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

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

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

Head Office, Halifax, N. S.

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## BABCOCK & WILCOX, Limited.

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

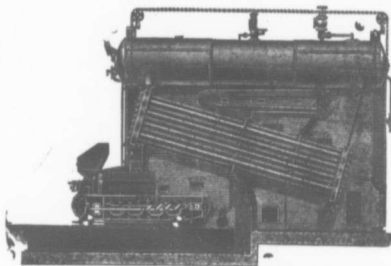
Over 7,000,000 h. p. in use.

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

Text Book, "STEAM," sent on request.

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

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

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135 to 137 GRANVILLE STREET.

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## JERSEY - LILY - FLOUR.



*Best all round flour on the market.  
Uniform in quality. Every barrel  
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only be had in Cape Breton at the stores  
of the Dominion Coal Company.*



**Air Compressors, Rock Drills,  
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"EVERYTHING IN AIR MACHINERY."**

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**BOILER INSPECTION & INSURANCE CO.**  
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Issues Policies of Insurance after a careful inspection of the Boilers, Covering

**ALL LOSS OR DAMAGE TO PROPERTY**

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**LOSS OF LIFE AND INJURY TO PERSON,**

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Tools, Steam, Suction, etc.

**"REDSTONE SHEET PACKING,**

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

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STELLARTON, NOVA SCOTIA.

Miners and Shippers of

**Celebrated ACADIA COAL.**

*Unexcelled for Steam, Domestic and General Purposes.*

**DELIVERED BY RAIL OR WATER,  
SHIPPING PORT, PICTOU LANDING.**

Quotations Furnished Promptly on Application.

**MARITIME COAL, RAILWAY,  
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Miners and shippers of

**CHIGNECTO High Grade  
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JOGGINS. AND Domestic**

Unexcelled for General Use.

Shipments by Intercolonial Railway and Bay of Fundy.

Colliers:—CHIGNECTO and JOGGINS.

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

# The BROWN MACHINE COY.

New Glasgow, N. S.

**Coal & Gold Mining Machinery a specialty**

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

**Complete equipments furnished for Coal or Gold Mines**

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

# DRUMMOND

**COAL**

High Grade Fuel  
for Steam Domestic and General  
Purposes.

**COKE**

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

**FIRE CLAY**

of Fine  
Quality.

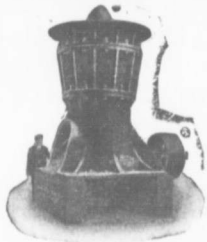
**FIRE BRICK**

Better than  
Scotch seconds for  
Ladle lining etc.

SHIPMENTS BY RAIL OR WATER.

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

## HADFIELD'S STEEL Foundry Co. Limited. SHEFFIELD



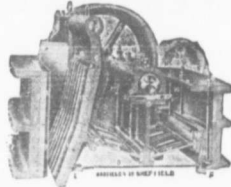
PERFECT GYRATORY  
STONE CRUSHER



CAST STEEL  
BRONZE BUSHED  
SELF OILING.

**WHEELS & AXLES**

WE MANUFACTURE  
CRUSHING ROLLS,  
ELEVATORS,  
and Gold Mining Requisites.



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**JAW CRUSHER**

(Solid Steel Construction)

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

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

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# MARITIME MINING RECORD.

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

It covers the entire field, and that adequately.

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

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## "EDGES" BEST SPECIAL CRANE CHAINS.

Cannot be Excelled for **HIGH CLASS QUALITY** and **WORKMANSHIP**  
They are made of the very best brands of English Bar Iron and by Selected Workmen.

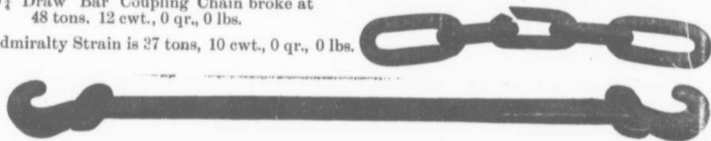
**Makers of every description of Chains**  
for Mining and all Engineering Purposes,

**Coupling Chains and Solid Forged Draw Bars**

**For Mine Cars, A SPECIALTY.**

This 1 1/2" Draw Bar Coupling Chain broke at  
48 tons, 12 cwt., 0 qr., 0 lbs.

The Admiralty Strain is 27 tons, 10 cwt., 0 qr., 0 lbs.



Draw Bar for Coal Car.

**Edge & Sons, Limited,**  
**SHIFNAL, England:**

Tel. address "Edge" Shifnal.  
"Codes" A. B. C. and Bedford McNeills"

# DOMINION COAL COMPANY, LIMITED.

Miners and Shippers of the Celebrated

## “DOMINION STEAM COAL,”

Gas Coal and Coal for Household Use

from the well known seams

‘Emery,’ ‘Phalen,’ ‘Harbour,’ ‘Victoria’ and ‘Hub.’

**12** Collieries  
in Operation.

OUTPUT:  
**3,500,000 tons** Yearly

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

**Shipping Piers** equipped with modern machinery, ensuring Quickest despatch

—AT—

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

*7000 ton Steamers Loaded in 7 hours.*

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

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

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

FOR TERMS, PRICES, ETC., APPLY TO

**Dominion Coal Co., Limited,**

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Glace Bay, Nova Scotia.

112 St. James St., Montreal, P. Q.

171 Lower Water Street, Halifax, N. S.

Quebec, P. Q.

AND FROM THE FOLLOWING AGENTS:

R. P. & W. F. Starr, St. John, N. B.

Peak Bros. & Co., Charlottetown, P. E. I.

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Hull, Blyth & Co., 4 Fenchurch Ave., London, E.C.

**G. H. Duggan,**

2nd. Vice-President and Gen'l Manager.

**Alexander Dick,**

General Sales Agent.

GENERAL OFFICES, GLACE BAY, NOVA SCOTIA, CANADA.

# CUMBERLAND

## RAILWAY AND

# COAL COMPANY.

OPERATING THREE  
THICK SEAMS  
NOS 1, 2 AND 3.

—Miners and Shippers of the Well Known—

## FRESH MINED SPRINGHILL COAL

### ... ANALYSIS ...

	NO 1	NO 2	NO 3
Moisture.....	2.02 %	1.41 %	2.71 %
Volatile combustible matter 18.94 %	27.93 %	28.41 %	
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	58 %	.79 %

BEST COAL FOR  
LOCOMOTIVE USE.

Delivered By Rail or Water

BEST COAL FOR  
GENERAL STEAM PURPOSES.

The year Round

BEST COAL FOR  
DOMESTIC CONSUMPTION.

IN Lots To Suit Purchasers.

BEST GAS COAL

Mines

SPRINGHILL

Mined in the Province.

N. S.

Head Off

MONTREAL