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# Maritime Mining Record

NOV. 23 1910

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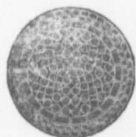
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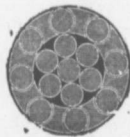
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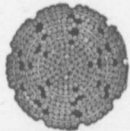
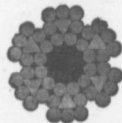
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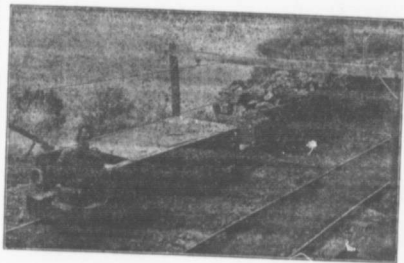
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# THE... MARITIME MINING RECORD

Vol. 13, No. 10

Stellarton, N. S., Nov. 23 1910.

New Series

## SIR. MONTAGUE ALLAN ON RECIPROCIITY.

In order to show the perfect unanimity that exists between the mainland operators on the question of reciprocity, we herewith present Sir. Montague Allan's view:

"The recent public discussion of matters pertaining to reciprocal trade relations between Canada and the United States has commanded the serious attention of coal operators in the Maritime Provinces. The question of reciprocity between the two countries, in coal, is one of serious moment to the companies engaged in the mining of bituminous coal in the Eastern Provinces. The main features of this question, as affecting the Pictou Coal Field, are hereafter respectfully submitted.

## GEOGRAPHICAL CONDITIONS.

The Pictou collieries are known as mainland collieries, and have access to the Atlantic Ocean only through the Gulf of St. Lawrence and the Straits of Canso. They are at a great disadvantage to reach the New England coast in competition with Cape Breton collieries, on account of long distances, increased freight and insurance rates, and a considerably shorter season for shipments. Whereas shipments can be made the year around from Louisburg, Sydney, etc., it is only possible to ship during six months in the year from Pictou. The only market for the Pictou coals in addition to the local market in Nova Scotia and New Brunswick is in the valley of the St. Lawrence, and cannot be compensated for by any coast trade of the United States, which is served almost exclusively by American coals mined, shipped, and delivered at less cost.

## PHYSICAL CONDITIONS.

Canadian coals are sold in the Canadian market mostly in competition with American coals, and it is necessary to note the physical differences of these two sources of supply.

The Appalachian coal field, from which the States of Pennsylvania, Maryland, Ohio, West Virginia, and Virginia, derive their coal, is the richest and most extensive in the world, and contains all kinds and varieties of coal, from anthracite to bituminous and gas coal. These coal seams are not as steeply inclined, nor as deep, not as gaseous, nor as difficult to mine, as the Pictou coals.

Moreover, mining operations are on a much larger scale, and on a more economical basis in the United States than in Canada, on account of the immense market open to American coals in both countries. In addition to Pennsylvania, with an annual production of 134,56,408 tons, the Southern States of Virginia, West Virginia, and Maryland, now produce alone 49,

186,313 tons annually, and in many cases the coal owners have specially constructed railroads, with low gradients, to the coast, by which they can place their products at tide-water at low figures. These States to-day control the New England market. The price of best West Virginia coal at the mines has run from 96 cents to \$1.11 per ton in the past five years, while the cost of transportation of their coal from Hampton Road to Boston was only fifty cents a ton in 1908, and sixty cents a ton in 1909. It is needless to say that Nova Scotia, with its total sales of 4,615,713 tons in 1909, cannot enter the lists against the forces of such competition.

This strong fundamental position is fortified in the Southern States by the fact that their labor, mostly derived from the colored race, is very cheap, and that conditions prevailing in these districts do not compare with those in Nova Scotia.

Facing these conditions, the Pictou coals are difficult to mine, on account of the steep inclination of the seams, which quickly carry operations to great depth below the surface, increasing the cost of mining and hoisting the coal; they are gaseous, entailing considerable expense for the protection of miners; they are operated with a highly paid class of men; and, farther, they have only a limited market, the largest portion of which is at a long distance from the mines and is served by American coals, as evidenced by comparing the imports of bituminous coal in 1909, which amounted to 6,069,424 tons, with the total output of the Nova Scotia mines, which amounted to 4,615,713 tons.

It is manifest that the physical conditions in the United States and Pictou coal fields are such that the cost of production in the United States, adding thereto the duty of 60 cents per ton, is considerably less than the cost of production in the Pictou field. The question, therefore, resolves itself into one of life or death for the Pictou collieries. It is beyond question that reciprocity in coal would mean the curtailment of output to such an extent as would paralyze operations at the Pictou mines.

## MARKET CONDITIONS.

There is no more common delusion as to trade conditions than the oft repeated statement that the New England States are the natural market for Nova Scotia coal, and the consequent deduction that if coal were admitted free into the United States an ample and profitable market would be found.

This theory is supposed to have some justification because it is said that in the days of reciprocity—from 1854 to 1865—the coal industry in Nova Scotia was prosperous. The greatest quantity of coal sent to the

United States in any year during that period was 465,000 tons, and that, at a time when the production of the Southern States had not begun and the trade and development of the United States was paralyzed by the Civil war. Since then the whole situation has changed, and no comparison can be made or results deduced from the experience of the past.

To day the total coal consumption of the four New England States is 15,446,223 tons yearly. To supply this demand there are four coal producing States, as closely, and more advantageously situated to this market than Nova Scotia, and having a total annual production of 183,242,721 tons.

The New England States are supplied the year around by rail and water deliveries. The coal carriers are closely allied, when not identical, with the coal producers, which fact creates such conditions as render competition from Nova Scotia impossible. Moreover, the American people will always give preference to their own products, which natural tendency would be greatly strengthened by the expenditures and inconveniences resulting from changes in equipment necessities to utilize a foreign coal having different characteristics. It must also be noted that the State of Massachusetts has enacted legislation "To provide for the abatement of smoke within certain districts," and that the use of Nova Scotia coals in Boston and surrounding districts, owing to the coal being more volatile and generally making more smoke.

The local market in Nova Scotia, which is limited, and the St. Lawrence market, are the natural and only markets for the Pictou coals. Notwithstanding this, American bituminous coal is delivered in Montreal, Quebec, Sorel, etc., in large quantities, as evidenced by the "Report of the Department of Customs," plac consumption, during the fiscal year ending March 31, 1910, at \$327,083,00 in Montreal, and at \$63,063,00 in Quebec. This does not take into account the considerable amount of anthracite coal in small sizes entering duty-free, and which is making serious inroads in the market for Nova Scotia bituminous coal, for steam purposes. It will be seen from the above that in the St. Lawrence market the Nova Scotia coals are submitted to very keen competition from American coals.

To the West of Montreal—American coal is exclusively used as far as the western coal field, and Nova Scotia coals cannot hope to reach the Ontario market with the present transportation facilities. Until the Georgian Bay Canal is constructed, or better transportation facilities provided, the Nova Scotia coals, and present prices would be maintained in the Province of Ontario. It should be noted that coal consumers in the central part of Canada are paying no more for their coal than the Eastern consumers, and even less. On September 29th, 1910, the following prices were quoted in Montreal and Toronto, as given in "Canadian Engineer" of above date:

Montreal.—Run of mine Nova Scotia coal, carload lots basis \$3.85 to \$4.00 per ton.

Toronto.—Run of mine, on cars, \$3.65 to 3.70 per ton for Youngbushen; for coal from other districts,

run of mine, on cars, \$3.45 to 3.60 per ton.

#### FINANCIAL CONDITIONS.

A policy of reciprocity in coal with the United States would cause serious financial disturbances in Eastern Canada, and it is sufficient to mention the following.

A large amount of capital would have to be expended outside of Canada, were it possible to secure trade in the New England States, for the purpose of building discharging plants and handling facilities;

A considerably reduction in Provincial revenues would follow curtailment of output, which would be the inevitable consequence of this policy; in 1908 the total revenue of the Province of Nova Scotia amounted to \$1,783,400 00, of which \$516,900.00 was derived from royalties on coal;

A material reduction in Federal revenues would be a consequence of the removal of the duty on bituminous coal, without any benefit whatever to Canadian industries, and solely for the advantage of American coal producers, American Railways, and transportation companies;

Taking the fiscal year on line on March 31st, 1909, the duty collected on bituminous coal amounted to nearly \$3,500,000.

To the above should be added that, as regards more particularly the Acadia Coal Company, the expenditure of a considerable amount of foreign capital secured to develop the mines would be immediately curtailed, causing serious prejudice to the whole community and to the credit of Canada.

#### SUMMARY.

Summarizing the above, it is respectfully submitted that a policy of reciprocity in coal with the United States of America.

(1) Would afford no compensation whatever to the coaleries of Eastern Canada for the loss of their legitimate and natural market in the Valley of the St. Lawrence.

(2) Would disregard completely the physical conditions in both countries, with the result that Canada's natural resources would be left undeveloped. Attention is called to the fact that the United States Government has appointed a tariff commission whose particular duties are to ascertain the comparative cost of production abroad and at home, with the view of basing the American tariff on such differences.

(3) Would cause immense prejudices to Eastern Canada without benefiting the other Provinces to any extent as the Province of Ontario is at present served by American coals, and for many years to come can only be served by them whether the duty be maintained or abolished, with the result that only the American producers and shippers will be benefited. As regards the Western Provinces, they are coal producers and have a market both in the United States and in Canada which is dependent upon their coals. It only would jeopardize the capital invested not living directly or indirectly upon the coal mines of the Eastern Provinces.

Submitted on behalf of the Acadia Coal Company, Limited.

## MARITIME MINING RECORD.

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

The RECORD is devoted to the Mining—particularly Coal Mining—Industries of the Maritime Provinces.

Avertising rates, which are moderate, may be had on application.  
 Subscriptions \$1.00 a year. Single Copies 5 cents.

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

November 23

## THE WEST AND RECIPROCITY.

The last issue of the Canadian Mining Journal contains a characteristic—to use a phrase of the Journal—article on reciprocity. A facetious critic might call it a "heads I win, tails you lose" editorial. It is safe. There is much poetry in the article, for instance:—Time was when the coal operators of Nova Scotia were popularly looked upon as bold, bad, barons. And they did little to discourage that view." In Nova Scotia it is only of recent years, since 1900, that operators have been called 'barons' by the press and the coal consuming public. No baronial appellation was bestowed upon them when consumers were getting slack coal for fifty cents a ton, and round coal for a trifle over double that figure, and when abled laborers wages were eighty cents a day. It is true, in the sixties, seventies and eighties they cut a big swath in politics, but even then they were not coal barons, merely political bosses. Continuing the Journal says:—"Now, however, times have changed and the mine owners recognize the final importance of engaging public sympathy by a full and open statement of their case." As if the action of the operators in making their views known was something new. They have ample precedent for their present action. Nigh forty years ago representatives of all the collieries went in a body to Ottawa and proclaimed from the house tops, so to speak, their views on the coal question. And these views are in print today: After presenting in condensed form the views of the operators the Journal remarks:—

"Looking at the question from a broad viewpoint, it is evident that there is danger of emphasizing special interests at the expense of the country generally. It would be interesting to learn why Nova Scotia collieries could not hold the St. Lawrence market if the present duty were removed. Water carriage, loading and transshipping facilities, and established markets are a few of the advantages that cannot be created rapidly. It is hard to see, therefore, that this heavy part of the market would be lost to Nova Scotia were the present duty to be removed. Neither does it seem probable that the maritime Province market could not be held. If fact, there seems to be something radically wrong in the contention that Nova Scotian coal cannot on its own merits compete with the United States product. This point needs further explanation."

With the statement that a fair share of trade with the United is not obtainable we are entirely in accord. The position of American collieries is too commanding to encourage intrusion. On the other hand, the assertion that the present duty is the only safeguard against ruinous competition is going too far. Doubtless Nova Scotia will suffer loss were reciprocity to become an established fact. But the probable extent of that loss has been greatly exaggerated.

Western operators have much to gain through free trade in coal. Eastern operators have something to lose. The country as a whole may secure slightly cheaper fuel. Just how far lower prices will obtain can only be guessed. But judging by past history, it is safe to bet that the reduction in prices will be considerably less than the amount of the duty.

"It is well to give respectful attention to such documents as that under consideration. It is well also to keep ever before one's mind the fact that special interests are pleading. It is our deliberate opinion that were our economic conditions sound we would have little to fear from free trade in coal. As it is, the whole problem cannot be dismissed lightly. The situation is by no means a simple one. One of the first requisites is a plain statement of facts and a clear presentation of comparative costs and profits. Such work could well be taken up by the Canadian Mining Institute.

We cannot fairly accept the pamphlet issued by the Nova Scotia operators as conclusive. More facts are needed. Meanwhile, we may take it for granted that there are two sides to the problem. The burden of proof is distinctly on the East."

There are so many peculiar statements in above extract that we are afraid we may not have space to notice all. To our eyes the Journal's viewpoint is very narrow. It seems wholly to overlook the fact that there is such a thing as provincial rights. This is no time to speak of special interests. The necessity for the recognition of these was determined upon at confederation.

We surmise the Journal has not closely or intelligently followed the arguments set forth in the operators memorandum, else it would not call for further facts to prove the inability of Nova Scotia to compete with the States if the duty be removed. It seems to ignore the fact that even with the duty American coal is finding its way in increasing quantities to the St. Lawrence. The operators, in their statement, do not say that they would lose the Maritime province market. They say exactly the opposite, but they do say that it is an insignificant market, the cheap coal furnished the steel works left out.

The Journal is forced to acknowledge that Nova Scotia could not obtain a fair share of the New England market, and further admits that Nova Scotia would suffer under reciprocity. Well then it is for the Journal to explain wherein the term reciprocity can be rightly used. There would be nothing reciprocal in free coal so far as Nova Scotia is concerned, and that is the main point. There is no bargain with the West; it must take what it gets and be grateful, but there was a bargain with Nova Scotia, as shown by the operators, and until flour and farm products are admitted free, and also all articles on which duty is collected, the coal duty must stand or else there

will be a heartless breach of contract, implied and understood, if not in written bond.

The reasons why Nova Scotia coal cannot compete with American are given in the memorandum. The Americans can deliver coal at Charlottetown at a much less price than it costs some operators to put it on cars under the screens.

The Journal admits Nova Scotia would suffer. It further admits that coal would be little, if any, cheaper under free coal, and yet reading between the lines, it favors reciprocity. Why? For the sake of the community at large? Not at all, solely because it would benefit western coal operators. If its article does not so say in explicit terms, that is a plain inference.

The largest consumers of coal do not want reciprocity. Shaugnessy does not want it, neither does the Northern Pacific, and the manufacturers of Ontario do not want it. Who then does want it? A score or so of American immigrants, and a half score of small colliery operators in the West.

The suggestion that the whole question be submitted for elucidation to the Canadian Mining Institute is refreshing in its coolness. One would scarcely expect a fair verdict from the Western men of whom the Society is largely composed. The eastern operators know that they might as well let their case go by default as to lodge a defence before such a tribunal.

#### WHAT OF RECIPROCITY.

There are many strange and opposite opinions expressed in reference to the late conference between Messrs Fielding and Patterson, and the three representatives from the U. S. Some maintain that the negotiations looking to reciprocity will bring no results. Others declare that the U. S. men went back, to use a brutal phrase, with their tails between their legs, while numerous papers which hold a variety of opinions. One of the confab says:

"The piece de resistance of the session would be reciprocity were anything to come of the meetings held here last week and promised to be continued later in Washington. Reports from the American Capital, however, confirm the impression that has prevailed here, namely that the Canadian offers in respect to reciprocity are small indeed, 'disappointingly so' as they term it in Washington. Nothing justifies the conclusion that Mr. Fielding will loosen up any as the days go by. On the contrary, manufacturers and also people who have no special interest to serve are strongly counselling the stand pat attitude. It consequently looks as if little or anything will come of the negotiations and if this is the case it need not be an issue for discussion by parliament. Probably one of the first things the Opposition will do is to move for a return of all correspondence having reference to the conference last week and the subject matter of discussion."

The Standard, one of the London influential dailies, says it has it on good authority from Ottawa, that there will be no general reciprocity treaty, but a treaty in reference to the free admission of coal only. 'Coal only.' That hits Nova Scotia hard. Reciprocity in coal only is the worst thing that could be told us. The thing is absurd, and not worthy of credence.

It is too monstrous to be entertained for a moment. What has Nova Scotia done that she should be slaughtered, so that a few noisy westerners may be soothed? It cannot be that her devotion to the present government is to be rewarded by a betrayal of the interests on which she most depends for her future.

Surely the Minister of Finance knows that her coal trade is the life and breath of Nova Scotia.

While we cannot believe so great an injustice on American soil, it behooves all to repeat the duty welfare of Nova Scotia to be on guard and not to rest in fancied security. Why has not the Halifax Board of Trade taken the matter up. If Boards in the West have discussed the subject and pronounced almost unanimously against reciprocity, why should the Halifax Board of Trade which ought to be interested, be dumb.

Can it be that the Halifax Board of Trade has no pronounced views as to the immense importance of the coal trade of the Province. Has it failed to realize the significance of the figures furnished the local government by the coal operators. Are these not striking enough to arrest attention and lead to action.

Let us again call attention to a set of figures, that as to the number of men employed, bringing the figures up to date.

On the pay roll of the Dominion Steel-Coal Co. there are the large number of thirteen thousand six hundred and fifty names. Of these nine thousand are on the pay roll at Glace Bay, and the remainder on the Sydney pay roll. On the pay roll of the Nova Scotia Steel & Coal Co. there are five thousand five hundred names, a total for two companies of nineteen thousand one hundred and fifty. Let us assume there are 650 men employed at the collieries at Morien, Bras D'Or and North Sydney and we have a grand total of twenty thousand names, less two hundred, and this for Cape Breton county alone. These figures are surely suggestive. It is our opinion that the next census will show that the county of Cape Breton alone furnishes a sixth part of the population of the province, and the four mining counties together two-fifths of the population. On the assumption that these figures are nearly correct they mean, that to the mining counties, the Halifax wholesale houses and dealers generally, are indebted for two-fifths of their custom. This fact impressed on the Halifax Board of Trade should make its members sit up and do things.

The Journal would like to know more of costs of production and profits of the operators. Wm. C. Milner, the head and front and offending, principally offending, of the Free Coal League—requiescat in pace—sought to get just such information while the tears ploughed furrows in his face, and did not find it. Though Mr. Milner adopted the tactics of the appellant in the parable of the unjust judge, and persisted and persisted in having light thrown on his path, success was denied him, and since then he has not ceased to call the coal operators naughty naughty barons, and the peculiar thing about it is that the thick skinned buffers are still to the fore. The Journal petitioner is however not full of guile like the Free Coal Leaguer, so we will put levity to the

side and try to show him in few words as possible how it is that Nova Scotia coal can't compete with American.

The writer has before him a half dozen cost sheets of coal companies. If he were not amiable and innocent it is possible he might not be in possession, but that is not to the point, and is only a hint to the Canadian Mining Institute that when it appoints a commission to find out costs and profits, it best furnish the members thereof with provisions for a long journey, including a plentiful supply of the two kinds of sledges, ones to hammer at the operators and ones to carry the members away when they fall exhausted.

At a colliery whose capital is several hundred thousand dollars the net profit on each ton of coal sold was 28½ cents, without including the expenses of the directors, if they took any. The profits were equal to a dividend of four per cent. on the capital. That was for one year and a prosperous one too.

A year later the net profits per month ranged from thirty to eighty dollars, and the total profit instead of being in the thousands was in the hundreds. For the year the profit did not yield a half per cent. on the capital. So much for profit. Now for cost. The lowest was \$2.02, the highest \$2.35, and the average \$2.22½. The coal sold in cars at about \$2.50. But it is scarcely necessary to pry into other balance sheets. In the press two or three years ago appeared the pay rolls of the Springhill company. There were paid out \$75,000 in wages for a monthly output of 35,000 to 37,000 tons or two dollars for labor alone. Add the cost of material and one wonders where any profit comes in.

#### ST. LAWRENCE SHIPMENTS.

The season for shipments of coal to the St. Lawrence has closed, and we are now in a position to make comparisons with former years, and to make evident that Nova Scotia has not quite the hold in that market it had two or three years ago. The total shipments by water we estimate to be 33,000 tons less than for 1908, instead of 133,000 in excess, as might naturally be expected.

The shipments from Cape Breton County are 1,605,000 against 1,556,000 for the previous year, an increase of 47,000 tons.

From Inverness the shipments, estimated, are 80,000 tons against 101,000 for '08, a decrease of 21,000 tons.

And from Pictou the shipments are 42,000 tons, against 99,000 for '08, a decrease of 57,000 tons.

The total shipments from the three counties named are 1,725,000 tons for 1910 as against 1,758,000 for 1908. The increase in shipments from C. B. is wholly to be credited to the Nova Scotia Steel and Coal Co., which shows a gain of 170,000, as against a loss of 120,000 by the Dominion Coal Co. Of course if 1910 was compared with 1909, the Dominion Coal Co. would make a better showing, but 1909 was the strike year.

The figures we have given seem to indicate that the American competition is bearing most heavily on Pictou County. Pictou in 1910 sent less coal to the St. Lawrence by 70,000 tons than in 1906. The Drummond colliery this year sent

20,000 tons less to Montreal than in 1906, while the Acadia Coal Company sends 60,000 tons less than last year. These figures are startling. If the Americans are stealing part of Pictou County's trade against a duty of 60 cents, they surely would spoil Pictou wholly were the duty removed or lowered. Time that Pictou spoke out, and the speech should not come wholly from the operators and the residents in the colliery towns. The farmers all over the County should speak out, for free coal means for them a lesser market and lower prices.

#### THE BOILERMAKERS' REVOLT.

"There have been terrible days on Tynesides. The long engineers' strike meant months upon the doles from the unions, with homes being broken up and furniture and clothes going to the pawnshops or to the second-hand dealer. Following upon this came long months of little work, with an ever increasing tangle of debts to the trades people. Then, when better times seemed to be coming and the heavy leeway of the past was gradually being made up, the trouble with the boilermakers was followed by the lock-out, and the consequent dismissals, with hundreds of men already 'out of benefit' and receiving no help from the unions.

"It is not good enough," says the Tynesider in something like blank despair. He knows not where to turn for betterment. His recentment is terrible against the conditions of his life. Talk to the more intelligent men and you will find them declaring that strikes only make the situation worse. The strike weapon has ceased to effect anything. The men have been beaten again and again. They tell you the masters in combination are too strong for them now, and to strike means semi-starvation for themselves, their wives, and their bairns, and in the end going back on the master's terms.

Nor is their faith in conciliation and arbitration any greater. These methods have been tried, they say, and while there has been little more certainty of work the material conditions of life have not improved. Ask men what they think would serve their interests better and you get no answer. They have no other remedy to suggest; they see no way out; they are beaten and heart-sick, yet full of inarticulate protest against the lives they must live. One way out has been found. The younger men and women are emigrating in scores. Every week trains and boats bear away to Canada the finest of the young mechanics and their wives. They are turning their backs upon the work to which they have been trained, and are breaking their home ties. To see one of these emigrant trains leaving is to feel sick at heart. The men and the women saying good-by represent magnificent possibilities. Strong, sober, in the full flush of youth, they set their faces to the new land, risking all rather than accept the conditions of their life at home.

What may be the outcome of this turmoil of unrest and dissatisfaction no man can say. The workers, it is certain, are striking out without either seeing or caring much what they hit. They distrust everything. They are beginning to have their doubts about trade unionism. They turn upon their own leaders in blind anger. The present disputes may be patched up, but before there is peace the root causes of dissatisfaction will have to be torn up. When that has been done it will be as if a vast scavenging machine had passed over the industrial area of the North."

## AROUND THE COLLIERIES.

All the Dominion collieries in what is called number three district are running along smoothly. The new colliery at Beach Grove is included in No. 3, district.

The shaft that was sunk near the shore a couple of years ago served a good purpose when the crush occurred at Caledonia mine. It would have been hard to make headway without it.

Mr. Malcolm S. Beaton, formerly of the Inverness Ry. & Coal Co., is back from the West. Mr. Beaton says that coal area development is going on rapidly, too rapidly for the market. The market as yet is chiefly local, and it is not large though the country is.

Messrs Thos. Cantley Genl. manager and John Fellows superintendent of the Nova Scotia Steel & Coal Co. got safely over to Britain. In taking the trip they have two objects in view; primarily to put on flesh, or have vitality renewed; and to spy out the land and come back with their heads full of notions.

Mr. W. C. Milner has a letter in the Herald purporting to criticise Messrs Plummer and Harris' statements re reciprocity. The letter is heavy and lacks the little vim characteristic of Mr. Milner's effusions on cheap coal. The RECORD regrets the fading light of our genial friend.

Evil communications, etc. etc. The Eastern Journal secured a cockling from the Morning Chronicle—emboldened to do so after the appearance of the brave old bird over the news of the election in Digby. The little cock was brought out to crow over the result of the municipal elections in Inverness. Cocks are becoming common.

If the abrogation of the reciprocity treaty swept from the seas the Yarmouth fishing fleet and at the same time caused a diminution of fifty per cent. of the Gloucester fishing fleet, and reduced the population in a majority of the New England fishing towns, will the Morning Chronicle, or somebody, tell us where the United States fish consumers are now getting their supplies of herring and mackerel. It seems peculiar that the withdrawal of the treaty should produce similar effects on both sides the line.

The shipping department of the Dominion Coal Co. has removed to Sydney. Mr. McIsaac has now the oversight of the Steel Co's, transportation department, as well as that of the Coal company. Mr. McIsaac's department is of the first importance to both concerns, and no fitter man could possibly be found for the job. The two big companies in C. B., the Dominion Steel-Coal, and the Nova Scotia Steel-Coal are most fortunate in having at the head of the shipping departments two very capable officials, of one of whom it may be said non parcell, of the other sans parcell.

Mr. Kirkby, of the Dominion Coal Co., besides being General Inspector of Mines, will in future superintend a portion of the Company's construction department. Mr. Kirkby is one of those gentlemen who have unlimited force under an unarresting exterior. He is a first class chap, though he is a Scotsman.

Great things are expected from the new turbine engines being erected at Dom. No. 2 by the Dominion Coal Co. They will utilize the exhaust of all the big engines around the works, and give power equal to several batteries of new boilers. This certainly will be a saving.

Scotia has made a notable gain in the St. Lawrence market this year. The probability is that it has been enabled to fill contracts in the season of navigation which in previous years had to be completed at Portland in the winter season.

The editor is in receipt from a mindful friend in Glace Bay of a hand painted illuminative post card. The figure is in the gay Gordon style. The legend hints that the portrait might suit the Grand Secretary of the P. W. A. or the district secretary of the U. M. W. But no. The U. M. W's, have said that John is solemn, and all the people say that Jimmie is sour.

The Morning Chronicle cannot understand the reason why Nova Scotia coal operators cannot capture the New England market seeing United States coal has to be hauled as many miles as seven hundred by rail. Well one reason is that the railways make the burden to suit the back—the competition—and in some instances have rates that defy competition.

The Morning Chronicle, in honor of the Pictou Poultry Show, had a display of rooster on Tuesday, the 15th. It took no front place, let alone a prize. The judges decided it was antiquated and belonged to a past generation. The progressive farmer declares that common midden cocks don't count. The G. Bay Gazette says it is a brave old bud. Yes, it must be very tough by this time.

There has been another terrible explosion in a Colorado coal mine. The number of lives lost is about seventy-five. The number of lives sacrificed in U. S. mines is appalling. It were well for the unions, if there is a well regulated miners union in the United States, to pay more attention to safety of life than to secure a cent or two increase in wages. The unions do nothing to educate the miners in the States. Witness the fuss that was kicked up over the black powder question. The operators wished to have a better quality, but the men kicked over the cost. The U. M. W., being composed chiefly of foreigners, is away behind the times in most matters. That bragged about big union is exploited in the interests of a number of lazy, fat paid, individuals.

## AROUND THE COLIERIES.

Dominion No. 4 is again working to its full capacity. The east deep haulage was in order on the 1st. of October. The east deep stables were cut off by the crush. New stables have been made and also a new pit bottom and they are well made. Between 600 and 700 feet of haulage road had to be opened up, and the same length of air course. The air course is also the travelling way for east deeps.

Mr. Laing, who for the past half dozen years was in charge of the construction work of the Dominion Coal Co. has resigned, and will shortly join the staff of the Brown Machine Co., as engineer. This company is doing a good business since the enlargement of the works, and everything looks rosy for the future. Brown, Stairs, and Greener made a strong triumvirate, with the addition of Laing they will be an incomparable quartette.

The Hon. John Armstrong of North Sydney in an interview with the Manitoba Free Press made the following cryptic reference to reciprocity. If it is incorrect to say that,—being debarred from political questions for the nonce—his utterance is a subtle evasion, it must be correct to say that Mr. Armstrong favors Mr. Drummond's suggestion, published in the Morning Chronicle, of a coal tariff zone:

"As practically the entire revenue of the province outside the Dominion subsidy is derived from the royalty on the coal mined, it could readily be conjectured how the possible removal of the coal duties would disturb the public mind in my province owing to the large investments in both coal and steel operations there. The people of the maritime provinces have no desire to differ with those of the west in any movement that will advance the interests and development of this section of the Dominion. On the contrary, public opinion is clear and well defined in the maritime provinces that such an outcome can be reached in the trade adjustments that may arise, affecting the different sections of the Dominion, as will give to east and west alike a Canadian policy which will be at once effective and stable, and which will receive the patriotic approval of all our people in the interests of the whole Dominion."

### STELLARTON PROTESTS.

A public meeting called by the Mayor at the instance of the Board of Trade was held in Stewart's Hall on Tuesday, the 22nd. inst. Mayor Campbell presided and read a document containing the opinions of an expert as to the likely effects of any meddling with the tariff on coal, and also a letter he had received from the member for the County, expressing strong disapproval of reciprocity.

The Mayor first asked Mr. Coll to address the meeting on the important subject. In clear and lucid language and fluently Mr. Coll went over the ground

showing in a manner to convince that reciprocity would render profitless the coal trade of the town and the county. Mr. Coll wished it to be understood that he spoke as a Burgess of Stellarton, and not as the General Manager of the Acadia Coal Co.

Mr. Drummond followed. He gave figures showing how Pictou County was already losing ground in the St. Lawrence market, and further figures showing how it was impossible for the mainland collieries to live were the duty removed.

Ex-Mayor Miller strongly protested against any interference with existing conditions. So strongly did he feel on the subject, and so strongly did he express himself that—while he did not intimate revolt—he conveyed the impression that he might become a Bordenite if the present administration acted unjustly towards the East.

Mr. Rodgers, who showed a familiarity with the way railway business was conducted in the U. S., demonstrated that Nova Scotia would have no chance of securing a market in New England. In the matter of transportation we would be wholly disadvantaged.

Dr. Miller's remarks, though few, were pointed and apt.

On motion of Dr. Elliot, seconded by Mr. Rodgers, a resolution strongly protesting against any interference whatever with the coal tariff was passed unanimously.

Mr. Clarence Cameron, the efficient secretary of the meeting, was instructed to send copies of the resolution to Ottawa and to the member for the County.

Mayor Campbell was tendered a hearty vote of thanks.

### STEAM TURBINE ELECTRICAL GENERATOR.

(Glace Bay Gazette)

In these days of keen competition the keynote to commercial success is enterprise, efficiency, and organization. A close watch must be kept for opportunities and when grasped, the best and instant use must be made of them.

These qualities have placed the Dominion Coal Company in the front rank of commercial successes of the world and to maintain their standing a keen lookout is kept for any aid that will lead to commercial advancement.

Their latest is a scheme for utilizing the waste steam at No. 2 colliery which amounts to thousands of pounds of steam per hour. There are eleven steam engines supplying this exhaust steam, viz:—

- 3 Goldie Corliss engines, 670 h. p. each.
- 3 Rand Air compressor engines, 540 h. p. each.
- 1 Walker Air Compressor Engine, 1050 h. p.
- 2 Norwalk Air Compressor Engines 600 h. p. each.
- 2 100 h. p. Engines.

The total being 5080 horsepower.

From this about 4000 horsepower can be obtained

by the use of low pressure steam turbines. The first unit installed is capable of an amount of about 1400 horsepower in the form of electricity, which means a saving of about 24 tons of coal every 24 hours, or roughly 8500 tons per year. That is to say, if a high pressure steam plant was installed it would require boilers burning coal at the rate of 24 tons per hour to produce 1400 horsepower. The new plant, using waste steam only, saves this amount. This result is obtained by confining the exhaust steam of the air compressor and generating engines, which is now passing to the atmosphere, and passing it through pipes to the turbine at 21b. pressure and through the turbine to the condenser.

Now, on its way through the turbine, which is 4 feet long, the space in which the energy is developed many times, the steam increases its volume the condensing portion of the turbine and electrical energy being directly coupled this is converted into electrical energy which goes to the switchboard and is distributed to the other collieries being transmitted by the overhead lines, the main one running from No. 12 and 14, a distance of about 7 1/2 miles. The voltage at the generators at No. 2 is 6600 volts and for transmission it will be stepped up to 22,000 volts and reduced again at No. 12 by transformers to about 800 volts.

The turbine is of the Adamson-Rateau low pressure type and is what is called a Multicellular Turbine. The term "Multicellular" simply implies that the latent energy of the steam is extracted in many cells or stages. In the above case it is five.

The speed of this machine is 1500 revolutions a minute and is kept constant by an Hartung Centrifugal Governor, which operates an oil distributor of the main steam valve. The lubricating oil is contained in a large chamber in the bedplate. A rotary oil pump takes the oil from this chamber and passes it to the bearings at 23b pressure per square inch. Each of the four bearings is fitted up with a MacLean sight feed indicator, indicating any variation in oil pressure or volume. The oil falls from the bearing down inside the bedplate, returning through filters to the oil sump, which is cooled by coils of water. The lubrication of the set is absolutely automatic. The whole of the controlling gear is operated by oil from the same source.

The two steam valves are kept open by the oil pressure so that if it fails both shut, by their own weight and stop the turbine. Apart from this, if the speed rises too high an emergency governor shuts the butterfly valve. Both valves can also be closed by hand pushers. All these 5 methods operate by cutting off the oil supply.

After the steam leaves the turbine it passes up to a barometric condenser, outside the power house, where it is condensed by water which is delivered into it at the rate of 2700 gallons a minute, by a motor-driven rate of 760 revolutions a minute. The condensed steam and water fall down a tail pipe and return underground to a large reservoir some 300 yards distant.

The pump takes its water from this reservoir, but at the opposite side into which the hot water is de-

livered, so that by passing and mixing with the rest of the water it is quite cold.

Any air leakages are taken care of by an Adamson-Edward too throw air pump driven by a 25 h. p. motor.

The general arrangement is such that when the turbine plant is not running the other engines can run condensing from the turbine condensing plant.

Arrangements are made for installing a duplicate turbine set by the side of the above.

The fact that this exhaust steam utilization plant is the first to be installed in Canada adds greatly to the local interest.

#### GEORGIAN BAY CANAL— —NOVA SCOTIA COAL.

A convincing address on the relation of the Georgian Bay canal was delivered by Mr. John McKeen, of the Bank of Nova Scotia, Ottawa, at the meeting of the Montreal board of trade on October 27.

In the course of his address Mr. McKeen said:—

"No country can boast of such an asset as we have in these inland seas. The key to the solution is the waterway through the French river, Nipissing lake, and Ottawa river down to the port of Montreal. If nature has been lavish in our Great Lakes she has been absolutely wanton in this route known and thrown himself at our feet project I believe we have, as stated, the key to the problem, the Canadian spout to the great wheat funnel of the west, the route along which to exchange and distribute the varied products of the east. To illustrate let me deal with our two principal staples.

"In Nova Scotia we have 12 billions of tons of known areas of coal buried in the earth for the development of Canada—like the wheat of the west particularly inexhaustible; one of Canada's very own assets. Recent submarine surveys indicate that these known areas may be but the ed some 65 millions of capital; here we have investment of 100,000,000 people dependent on this industry for a living. In 1908 \$8,000,000 was disbursed for wages, and \$2,000,000 for supplies; \$10,000,000 from this source alone to exchange commodities—the produce of Canada. Out of the billions of tons buried there on Canada's Atlantic seaboard we are sending 2,000,000 tons only as far as Montreal, and the quantity instead of increasing shows a tendency to diminish. The cause is not far to seek; we are sending a fleet of steamers to the unrivalled port of Montreal laden to the Plimsol load-line with coal and you are sending them back empty, while our grain is pouring out to the seaboard through American ports. Nearly 1,000 miles of a return trip light is a great handicap, to overcome which is an achievement well worthy of a great people. If we can bring this and other staples of the east into juxtaposition with the wheat of the west we will have solved the transportation problem of Canada.

"I believe, sir, and I have good ground for my faith, that with a direct all Canadian route 300 miles shorter than by the St. Lawrence and with a 22-foot waterway we can land coal at Port Ar-



hur or Fort William cheaper than the Americans can. This is leaving out of sight all together the revolutionizing effects of exchange cargoes. If we can make new competitive points along the route clear up to the head of Lake Superior we are cheapening the commodity to the consumer. Ontario to-day consumes some six million tons of bituminous coal, all of which comes from the United States. The Dominion treasury receives some \$3,000,000 of duty on bituminous coal; if we could supply our own coal that duty would flow back into the industrial life of the country instead of into the Dominion treasury. On the other hand, as the foreign market regulates the price of wheat, every fraction of a cent we save in transportation by a cheaper and more direct water route increases the profits of the producer, thus enriching the western farmer and thereby developing Canadian trade instead of contributing to build up, at our own expense, that of the country to the south of us. Experts tell us that one-eighth of a cent per bushel may change the whole routing of grain from the west and divert it into Canadian channels instead of as at present by Buffalo, thus also cheapening our breadstuffs to the eastern consumer.

"Should we talk reciprocity in coal now that a purely Canadian policy has established channels and built terminals at an enormous expense? Shall we now single out and hand over this child, which we have nurtured and brought up, for the wolves of foreign competition to rend? Competition with our neighbors is a very different proposition to-day and brings in very unequal conditions. They, too, with their unconquerable efficiency, have established new and cheaper channels and built splendid terminals, all of which we must match and in vainly striving to do so abandon our own."

Shipments 10 mos. 1910.....	225 052
" " " 1909.....	226 706
Decrease 10 " 1910.....	1 744

—INVERNESS RY. & COAL CO.—

Shipments Oct. 1910.....	28 112
" " " 1909.....	23 116
Increase " 1910.....	4 996
Shipments 10 mos. 1910.....	221 692
" " " 1909.....	185 706
Increase 10 mos. 1910.....	35 986

—NOVA SCOTIA STEEL & COAL CO. LTD.—

Shipments Oct. 1910.....	89 548
" " " 1909.....	91 920
Decrease " 1910.....	2 372
Shipments 10 mos. 1910.....	687 906
" " " 1909.....	650 206
Increase 10 " 1910.....	37 700

Coal Shipments OCTOBER, 1910.

—DOMINION COAL CO., LTD.—

Output and Shipments for September, 1910.

	—Output—	—Shipments—
Dominion No. 1	52 187	
Dominion No. 2	65 656	
Dominion No. 3	29 282	
Dominion No. 4	30 279	
Dominion No. 5	32 580	
Dominion No. 6	25 678	
Dominion No. 7	20 174	
Dominion No. 8	15 254	366 041
Dominion No. 9	33 968	
Dominion No 10	15 793	
Dominion No 12	20 231	
Dominion No 14	6 262	
Dominion No. 15	1 149	

348 493	
Shipments Sept. 1910.....	366 041
Shipments " 1909.....	200 893
Increase " 1910.....	165 148
Shipments 9 mos. 1910.....	2 338 385
" " " 1909.....	1 902 255
Increase 9 " 1910.....	436 030

—Output and Shipments for October, 1910—

Dominion No. 1	51 185	
" 2	60 196	
" 3	25 113	
" 4	34 680	
" 5	31 393	
" 6	21 907	
" 7	17 954	351,315
" 8	14 011	
" 9	33 017	
" 10	24 164	
" 12	19 572	
" 14	5 871	
" 15	1 031	

330 494	
Shipments Oct. 1910.....	351 315
" " " 1909.....	195 888
Increase " 1910.....	155 427

Shipments 10 mos. 1910.....	2 689 600
" " " 1909.....	2 098 143
Increase 10 " 1910.....	591 457

—INTERCOLONIAL COAL CO.—

Shipments Oct. 1910.....	17 932
" " " 1909.....	28 605
Decrease " 1910.....	10 673
Shipments 10 mos. 1910.....	197 950
" " " 1909.....	209 416
Decrease 10 " 1910.....	11 466

—ACADIA COAL CO.—

Shipments Oct. 1910.....	30 001
" " " 1909.....	26 844
Increase " 1910.....	3 157

## WHAT ABOUT PICTOU.

We republish the following which appeared in Nov. 10th, 1909 issue, as it has an important bearing on the present situation:—

Mr. Forward, Secretary of the Canadian Federation of Boards of Trades, has a communication in the Ottawa Free Press which in a pointed way shows the great risks Ontario is running by being dependent on the United States for their coal supply. Mr. Forward estimates that Ontario buys some 6,000,000 tons of soft coal yearly from the U. S., and points out that an edict of the President of that country could summarily shut off supplies. Labor troubles also might effect a similar result, not to speak of other causes beyond our control. Were the imports of coal suspended even temporarily for say two or three weeks, the effect on Ontario's industries would be disastrous. The article proceeds:

"Can it be said with certainty that such an emergency will not arise? Seven years ago we had a slight foretaste of what would happen in such an event. The truth is we are living in a fool's paradise in regard to this matter. The importing of soft coal by Ontario is unfavorable to Canada's best interests, not only because \$12,000,000 or \$15,000,000 a year go out of this country to foreign railway and mine operators and workers which might be kept at home to the enrichment of the Dominion, but we are making the very life and existence of the industries and carrying trade of our most precarious province every year more dependent upon a precarious and uncertain source of fuel supply. . . . .

While our eastern partner, Nova Scotia, is looking in vain for an American market for her coal. In 1867 the United States import duty of \$1.25 a ton killed her trade to the States, which dropped from 338,492 tons, to 16,099 tons in 1893. In 1894 the duty was changed to 40 cents a ton for screened coal and 15 cents for slack, the former being raised to 67 cts. in 1897. Shipments increased until in 1903 they were 968,832 tons, chiefly slack coal, entering under the low duty of 15 cents a ton.

Under the tariff signed by President Taft a few days ago the duty was again lowered to 45 cents a ton. Last year's exports were 359,592 tons, a falling off over 400,000 tons since 1903. Of these nearly 500,000 tons were shipped by the Dominion Coal Co., comprised largely of shipments to the Everett gas works of coal classed as culm or slack, and paying only 15 cents a duty. Under a proviso of the new tariff much, if not all of this would apparently be now subject to a duty of 45 cents a ton. In any event the falling off in the trade, as pointed out, has been very marked lately, and the prospects are that on conclusion of existing contracts, and the amount exported will be very small.

What the situation plainly demands is some decided action on the part of the Government to open the Ontario market to Nova Scotia coal. That was one of the objects of confederation that has miscarried. As a matter of national security, if nothing else, Ontario urgently wants a domestic fuel supply. Nova Scotia wants additional home market for her coal.

The Dominion Coal Co., have built up their Quebec trade until over 1,250,000 tons a year come up the St. Lawrence as far as Montreal, employing a fleet of 25 to 30 vessels of 3,000 to 7,000 tons each during the season. Open the Georgian Bay Canal and these colliers can go all the way to Fort William, distributing coal throughout Ontario, and bringing down Northwest grain to the winter ports of Canada for shipment when

the St. Lawrence is closed

Within a decade of the opening of the route, coal shipments should reach 4,000,000 or 5,000,000 tons, giving the Province of Nova Scotia a large additional revenue from mining royalties, distributing several millions of dollars more yearly in wages alone, and substituting a permanent and stable market for one at the best fluctuating and precarious.

A Mr. Warrington, criticising in the Chronicle, Mr. Harris statement re reciprocity, says he makes his plea on behalf of a fifth only of the population of the province, and asks, 'What of the other four-fifths?' Mr. Harris plea ought to have been on behalf of a fourth of the population entirely dependent, the half more or less dependent, and the whole population indirectly more or less interested.

In reference to the increased imports of American coal he asks if this is due to an increased market in that province. It is neither here nor there what it is due to. The fact remains that the Americans have been making inroads in a market supposed to be the peculiar property of this province. It means keen competition. Mr. Warrington proceeds on the assumption that a tariff reduction would assist the producers, as cheaper coal would mean a larger demand. It is curious how writers on the question of coal have so hazy views on the subject. They persist in ignoring the fact that the amount of coal used for domestic purposes is inconceivable and cuts no figure. Cheap coal might make house keepers less provident, but what effect would it have on the big consumers, on the railways and the factories desirous to haul a train from Halifax to St. John, or drive a steamer from Montreal to Liverpool, whether the price be five dollars or one dollar.

Mr. Warrington tries to make a point out of Mr. Harris statement that there would be a prejudice against our coal on account of its smokiness, etc. But the word prejudice, though a very handy word, is not at times rightly employed. The Americans might not have a preference for their own coals, while they manifested a sumes at times a practical foam, and induces them to pay more for a home product than for a foreign.

## JIMMIE'S QUARTETTE.

'Four reformers met under a bramble bush. They were all agreed that the world must be changed.

"We must abolish property," said one.

"We must abolish God," said the second.

"I wish we could abolish work," said the third.

"Do not let us get beyond practical politics," said the fourth. The first thing is to reduce men to a common level."

"The first thing," said the second, "is to give freedom to the sexes."

"The first thing," said the third, "is to find out how to do it."

"The first thing said the first," "is to abolish the bible."

"The first thing," said the second, "is to abolish the laws."

"The first thing," said the third, "is to abolish mankind."

## THE WELSH COAL WAR.

There is treason in the camp of the Welsh miners, and wild scenes of violence and destruction are blotting in great lurid splotches the fair fame of unionism. Inflamed by fiery orators, the men have given rein to passion, with results that only can be productive of evil and the alienation of the confidence and sympathy of the public. Fierce fighting has taken place, and the wanton destruction of property and looting have created a state of anarchy requiring the presence of large forces of military and police. There are two distinct areas of trouble—one at Abordare, the other in the Rhondda valley, in this latter place the worst excesses have been committed. Strikers and police have been clashing in a most serious and determined manner, there being many casualties to chronicle, but the most infamous action of the strikers has been the attacks on the Glamorgan Colliery electric power station. This power house is held by a handful of officials, working the machines with the sole object of "keeping the mine alive." When the machines stop, flooding begins. A week's stoppage of the machines means a month's pumping before work could be started again; a month's stoppage would close down the mines for ever. Such attempts are without doubt made in the way of threatening the mine owners to compel them to come to the men's terms; but it is a foolish plan to set to work to seek a short cut to this end through violence and destruction. This has to be met with the powers of law and order, and there can only be the one result. One report from Tonypandy says "The vicinity was like a battlefield. Men were lying about unconscious, with gaping scalp wounds, and doctors were kept busy attending to the wounded." The immediate human aspect of the case, however, is the fate of 900 horses in the idle pits. The pickets of the strikers prevented the men descending for the humane purpose of feeding them, and as the ventilation arrangements have also been interfered with the most of the poor animals may already have suffered death. This should soon be known now, as on Wednesday the strike committee at Liwynypia agreed to the management's request that the winding engines should be worked for the purposes only of feeding the bit horses. The voices of the men's officials pleading for peace have been drowned in Socialistic shouting; but as the result of a conference in London between Mr. Askwith of the Board of Trade and representatives of the aggrieved miners, hostilities have been suspended. But in the present disturbed state of affairs, with the presence of "rangers," police, and soldiers, this truce seems but a shaky one. Like the boiler-makers, the miners have repudiated their leaders. Indeed, some of the more "advanced" sections are endeavouring to bring about a general strike over the whole coalfield, but the officials of the South Wales Federation have set their faces sternly against such a mad proposal. Blind to their own interests in refusing advice, and resorting to violence, the stern arguments of sabre and baton may have to teach the men the difference between the peaceful methods of trade unionism and anarchy. In the words of the Premier, the outbreak of violence in South Wales is to be deplored, "as menacing not only the liberty and the property of individuals, but our industrial resources and reserves. Responsibility for order rested with the local authorities, but the State

would not hesitate to aid them with their forces necessary to put down lawlessness and prevent and punish violence."—Glasgow Weekly Mail.

## FRENCH TRADES UNIONISM AND THE STATE.

M. Briand, who was formerly a leader of Syndicalism, and by his own admission, "the father of the general strike," declared last week that the action of the railway men tended towards revolution. He knew that the strikers had behind them the whole influence of the General Federation of Labor, which aims at the destruction of the State. Trades Unionism in France has fallen largely under the influence of this organization, and, owing to its effects, the number of strikes has greatly increased during the last ten years. Paul Louis, in his volume published this year, "Le Syndicalisme contre l'Etat" (1910), points out that in France there were 1,300 strikes in 1906, and 1,275 in 1907, as compared with 391 in 1894, and 523 in 1901. Another French book, published during recent months, "La Confédération Generale du Travail," by Auguste Pawlowski, one of the editors of the Journal des Debats, supplied us with figures as to the results of the strikes. From 1890 to 1900 the proportion of successful strikes was 36 per cent. From 1900 to 1907 it has varied between 59 and 65 per cent. This writer estimates that, in 1907, 78 out of every 100 strikers gained some advantage from the cessation of work. On the Syndicalism movement generally the latest authoritative work is that of Paul Louis. He says:—

Syndicalism is the modern form of the proletarian attack. It is the form which strikes us more forcibly, and which tends more and more to prevail. Those writers who try to put it in opposition to Socialism, and who discover an irreducible antagonism between the two, base their theory on contingencies, on transient phenomena, for Syndicalism, in its essence, is simply a powerful expression of that destructive and constructive effort, which for years past has been shaking the ancient political and social regime, and gradually undermining the old system of property. It borders necessarily on collectivism or communism. It represents Socialism in action—in daily, continuous action."

It must be remembered, further, that all the great leaders of Syndicalism, with Sorel at their head, have proclaimed that they are the true Marxians, and preach the doctrine of "a return to Marx." Like Marx, they seek to establish the reign of the people, but they distrust the Revisionist Socialism, believing that its leaders, especially those who have entered Parliament, are self-seeking adventurers, who, if they had the power, would establish a bureaucracy as bad as any of the tyrannies of the past. The dream of the leaders of Syndicalism is that the people shall save themselves by employing the weapon of the general strike, by seizing the means of production, and ruling afterwards through the Trades Unions. Their plan of the future State on its constructive side has never been fully formulated, but the central principle of the party is well expressed by Paul Louis: "Syndicalism cannot live in the shadow of the State; the State cannot adapt itself to co-existence with Syndicalism."—British Weekly.

In one breath the Socialists shout "The brotherhood of man"—in the next, "Out with the negro and the Jap."

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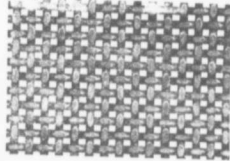
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WESTBOUND Superior Dir.		STATIONS.	EASTBOUND Inferior Dir.	
M	A. M.		M	A. M.
8 30	10 40	P. TUPPER JUNCTION	8 45	11 00
8 25	10 35	INVERNESS JCT	8 50	11 05
8 17	10 28	PORT HAWKESBURY	8 55	11 11
8 00	10 12	PORT HASTINGS	4 08	11 20
P. M.	10 07	TROY	4 13	11 25
	9 57	CHEIGNISH	4 25	
	9 44	CRAIGMORE	4 28	
	9 27	JUDIQUE	4 50	
	9 08	CATHERINES POND	5 05	
	8 55	PORT HOOD	5 18	
	8 44	GLENCOB	5 33	
	8 35	MABOT	5 53	
	8 25	GLENDYRE	6 14	
	7 59	BLACK RIVER	6 28	
	7 40	STRATHLOUNE	6 48	
	7 25	INVERNESS	7 00	
	7 12		7 10	
	6 55		P. M.	
	A. M.			

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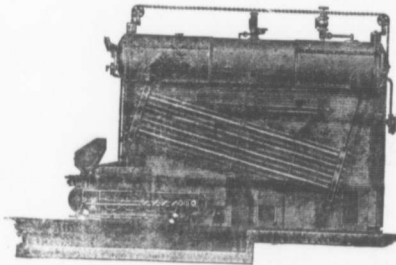
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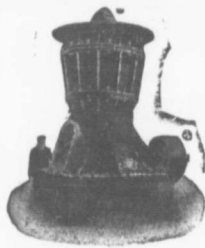
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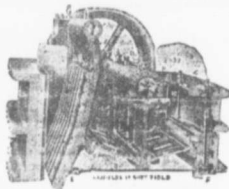
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Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	58 %	.79 %

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