

roleum oil, loses some of its virtue as the deposits trend north, but Canadian coal that is friable should be shipped similarly to the manner of shipment of friable coal in Britain, and the drawback thus removed. As to the method of distribution of coal among the markets within the ranges of the parallels expressed above, I favor towage. It is argued, however, that large tows cannot be handled in the narrow and tortuous channels of the river St. Lawrence. This argument is untenable. Any tow can be handled if well towed and steered, and 40,000 tons of coal can be taken up the St. Lawrence in a single tow to the head of Lake Superior with the utmost economy, after the manner in vogue on the Ohio river to-day, where 36,000 tons of coal, equal to seven acres of fuel worth \$100,000 at New Orleans are handled by 50 men as against 700 men, 2000 coal cars and 100 locomotives by rail. In the rural regions between the limits of the parallels very important if embryonic markets lie neglected. It is a feature of these regions that the use of wood as fuel is on the obsolete grade. Into them therefore, cheap nut coal, or at least the well screened and washed residue of the coal dumps (of which 30 per cent. is dirt) which yields six or seven sizes of coal, can be distributed. Another system could be adopted in these districts, i.e. the "Briquette system" under the new style of manufacture, in which no pitch is used. The average cost of this would not exceed \$1.80 per ton, and the average selling price on the retail plan would reach \$5.60. From whatever point of view we therefore regard the collieries of Cape Breton it is clear that under judicious direction their lucrative development is assured to the immeasurable advantage of the Dominion. Omitting from particular mention the Inverness coal fields, the fuel of which burns equal to Sydney and with less snap than ordinary Cape Breton coal, some brief reference may be made to the coal fields of New Brunswick. These lie in triangular shape, the apex of the triangle reposing in Quinicoet lake; the north arm of the triangle stretching thence to Newcastle; the south to the Bay of Fundy. Very little development work has yet been done, and although I am responsibly informed that a 4 inch seam may be noticed in a stream in Kent county, I am unable to supplement the data extant to any important extent. Viewed as a whole the New Brunswick coal fields may contain 150,000,000 tons of workable coal, but it is quite evident that the superiority of the Nova Scotia collieries must preclude anything like systematic development for at least two decades. West from the St. Lawrence coal is not encountered until the region of eternal coal is reached. This consists of three imaginary bands of coal named respectively (going west) Lignite, Lignitic and True coal. In the Foot Hills of the Rockies where metamorphism is universal this true coal has been distilled into anthracite, which is wrought almost exclusively for the San Francisco market of San Francisco capital. The coal industries of the plains have reached a stage of development in harmony with the stage of development of the districts, and undoubtedly contribute very considerably to the convenience of the adjacent States. The lignites are valuable as a cheap and abundant fuel for the farmer when wood is scarce, and, as important European industries fed with this class of fuel indicate, may essentially contribute to the industrial welfare of the Hinterland in the hands of prudent men. It is impossible to describe or assign limits for these immense coal deposits. The seams are of common thickness in some instances, and the areas extend to thousands of square miles. They may be safely left alone over the major portion of their extent for years to come or approached by the capitalist with the utmost caution. It should, however, be remarked that the possession of such vast bodies of coal in such parallels will render Canada the dominating nation when population fills up the vacant prairies to a tithe of their sustaining capacity. This populating process is now in motion, and, under the influence of the onerous political economies of the United States and Europe colonization will progress at a greater ratio than formerly; the coal industry advancing in a ratio therewith. The coal fields of the North Pacific dominate the North Pacific. Leaving Japan the coalmeasures rise again from the ocean into the N. W. corner of Vancouver Island and strike south-east to the coast of the Straits of Georgia, then to be divided into the basins of Nanaimo and Comex. The rise of the Pacific industries dates from 1874, with an output of 81,000 tons, and the sequence is an unbroken series of annual increases up to 1,027,097 tons in 1891. Followed by the Puget Sound districts, under the American flag, the four collieries of Nanaimo, Wellington, East Wellington and Union are the greatest coal producers upon the Western Coast of the Continent, and their output is principally consumed in San Francisco and Lower California ports. The position of Canadian mines may be gleaned from the following table of imports into such from the following sources:

British Columbia.....	425,170 tons.
Puget Sound.....	362,160 "
Oregon.....	24,170 "
Alaska.....	1,450 "
Eastern States.....	34,260 "
Australia.....	240,542 "
England.....	146,909 "
Scotch.....	21,700 "
Welsh.....	50,675 "
Japanese.....	3,530 "
Mont Diablo.....	42,000 "

1,952,466 "

This coal received at Lower Californian ports from Br. Columbia and other countries... 158,600 "

1,511,066 "

In reviewing the competition of Vancouver coal in the great market of California I notice that notwithstanding the fact that the area of coal-bearing rocks of New South Wales between the Blue Mountains and the sea is

computed at 18,000 miles, with an estimated amount of available coal in seams over 2' Gⁿ of 78,198 millions of tons readily accessible and capable of inexpensive mining, the amount of Australian exports to Canada cannot exceed 270,000 tons. This is owing to the extreme distance from San Francisco and the absence of any important return freight, and consequently there appears little prospect of Australian competition of any serious volume. Japanese competition is also non-aggressive. As a rule it averages 10,500 tons per annum, but the Japanese industries are at present suffering from severe depression—the normal result of reckless shipments. Consequently Japanese coal is in evil odium; the smaller collieries have been shaken out, and the industries are now in the hands of a small group of colliery-owners, who will discover the task of redeeming the reputation of their coal sufficiently arduous without striving to enlarge shipments to California—at least for some time to come. There is, however, a section of competition which cannot be disposed of with such ease, that is the competition of Great Britain. Great Britain, by reason of her ramiferous commerce, is almost the only nation which can depend upon a regular return freight from the traffic around the coasts of the Asiatic territories, and her vast supplies of tonnage encourage her to the task, more especially as British coal is steadily falling in price per ton from \$3 in 1891 to 9s. 6d. (\$2.29) in 1893, under the influence of restricted markets. This should also be taken into consideration by the colliery-owners of eastern Canada, where even now the increase of imports of British coal is noticeable. However, it is evident that British Columbia must predominate in her foreign markets by reason of her proximity thereto, which is infinitely superior to any advantage that Great Britain can reap through cheapening coal and abundant tonnage. Moreover, like Cape Breton, the traffic inland is rapidly becoming the pivot of a new and ever-increasing volume of trade; north, south and east-bound, great and rapid steamships part from her bunker stables, and the rapid development of the Hinterland, with its routes of river and rail, is linking it to the higher prosperity of the Dominion of Canada.

C. OCHILTREE MACDONALD.

DRAUGHTS-CHECKERS

All communications to this department must be addressed directly to the Checker Editor, Mr. W. Forsyth, 36 Grafton St.

TO CORRESPONDENTS

MR. RENNIE, Ch. Ed. Toronto Mail—MAILS of 24th and 29th ultimo received, but there is not one word about checkers in either. Have you given up the column? We had hoped to hear before this the conditions attached to the trophy to be given by the Toronto Club to the winner of the Kelly-Forsyth match. Would the Club kindly intimate through you its intentions on this subject. It would greatly oblige yours,

Wm. Forsyth.
C. E. MATTHEWS, St. John, N. B. Your postcard and "Loo's Guide" received with many thanks. Have mailed you a reply.

GAME 324—"CROSS CHOICE."

Played recently between Mr. Marton, of Waterville, Me., and W. Forsyth, Halifax. The former played black.

11-15	1-5	15-24	12-19
23 18	23 19	28 19	23 16
a-9-14	14-17	11-15	17-21
18 11	21 14	32 28	14 9
8-15	9-25	15-24	10-14
22 17	29 22	28 19	9 5
4-8	5-9	3-8 d-14-18	
25 22	27 23	22 18	w. wins.
8-11	9-14 b-	8-11	
26 23	31 26 c-	18 14	
5-9	14-17	11-15	
17 13	24 20	19 16	

a These three moves form the "Cross-Choice."

b Black might get a critical draw here by 17-21, 26-22, etc.

c Here white had a stroke which is often very effective, but as it would have been disastrous, it had to be passed by in silence.

d The easy stroke which follows, will be seen by the merest novice.

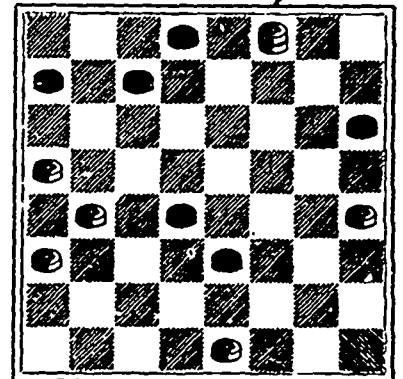
SOLUTION.

PROBLEM 342 by R. Martins.—The position was: black men 2, 5, 8, 12,

king 25;	white men 10, 15, 16, 19
31;	white to move and win.
16 11	19 15 22 18 24 19
25-22	11-18 9-13 21-25
11 14	14 8 31 27 18 15
22-18	2-11 13-17 25-30
10 7	8 22 27 24 19 16
18-11	5-9 17-21 w.wins.

PROBLEM 244.

End-game from old 14th. Black men 2, 5, 6, 12, 18, 23.



White men 13, 17, 20, 21, 31, king 3. Black to move and win.

This is a very fine position, at first sight. Most players would prefer the Whites, the king gives them an air of superiority; nevertheless Black holds a winning position.

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