

In short, the decrease in the price of coal, etc., is considerably more than 35 per cent. (Wages stationary in important instances.) Here, then, is the second conclusion, viz., the continued cheapening of coal in the British markets. Yet another item claims examination, viz., the probability of Great Britain sparing her coal for the markets in which the Cape Breton men operate? Most assuredly she can. The lack of markets is an important factor in the decline of prices and surfeit of tonnage noted, and of course there was a surplus of coal on the market. Obviously, the rise in industries in even remote quarters of the globe once tributary to Britain's factories and the development of great Asiatic, American, Australian and continental coal fields, must rest acutely upon British coal producers who in proper time will therefore be ready to pour hundreds of thousands of tons of coal into Canadian markets. I think several important points are now elucidated: 1. The impossibility of Canadian tariff makers preventing the fall in value of British coal and tonnage to a level lower than the tariff. 2. The unprofitable nature of British freights. 3. The tremendous drop in value and surplus of British coal. The last important point, is the possibility of return freights to Europe for such English vessels as might be tempted by the exigencies of circumstances to co-operate with the British coal producer in efforts to exploit western markets. The root of this matter of return freights is the stage of development of the Canadian farm; back in the Hinterland of the Dominion of Canada the restless energy of the race is steadily augmenting the volume of Europeanward trade. In Winnipeg districts and in districts tributary to that city I find that the following progress has been made:—

	1872.	1882.	1892.
Wheat yield.....	5,000	250,000	20,000,000 bush.
Other crops	7,000	270,000	28,000,000 "
Acres under crop.....	6,000	240,000	1,500,000
Elevator capacity.....			8,000,000 bush.
Railroad Mileage.....		150	3,500
Coal Consumption.....	5,000		100,000 tons.
Population	225	6,500	27,000
Value of commercial business..	\$150,000	\$2,000,000	\$40,000,000

This, the growth of 16 years, is an argument in favor of return freights, still further emphasized in the fact that grain shipments from the port of Montreal are so far in excess of many previous years, and more completely indicated in the following figures *vide* Montreal Star. "The number of vessels in the St. Lawrence is constantly increasing. From the opening of navigation up to July 1, 1890, there arrived 197 steamships and 21 sailing vessels total, tonnage 288,599 tons, and from opening of navigation to July 1, 1893, 227 steamships and 25 sailing vessels, total tonnage 350,556 tons. Similar figures apply to inland navigation into the port." Twenty years ago the Americans exported 40 per cent. of their wheat; today, they export 22 per cent. In the to-morrow of another decade the United States will commence to import ahead on the grain trade to Canada. All these make for return freights for the ships which can bring British coal to compete with the Cape Breton men in these markets. Surely, we are thus assisted to the conclusion that the late feverish opposition to the Whitney Syndicate, of which "Monopoly" was the main plank, has been irresponsible and ill-advised. The "Syndicate" is so unique in its status that the country may safely lay it in Nature's lap—Nature's laws in this instance are an efficient safeguard when uncontroverted by the machinations of petty factions. Canada may rest assured that the factionism which still constitutes the travail pains of the coal corporation will be swept away, and true economy prevail.—C. Ochiltree-Macdonald in Montreal Shareholder—Revised for The Critic.

DRAUGHTS-CHECKERS

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

TO CORRESPONDENTS

"BRIDGEWATER CLUB."—Your solution to problem 350 is received, and has much in it to commend it. You have struck the right line of play, but your first moves are faulty as you will see on going over the following:—

SOLUTION.

PROBLEM 350.—The position was: black man 1, kings 7, 25; white men 9, 13, king 17; black to play and win.

25-30	31-27	12-8	7-10
17-22	18-14	18-15	9-6
7-11	11-7	8-3	18-14
22-18	14-18	15-18	17-21
20-26	27-21	7-11	14-9
18-14	a-18	18-14	6-2
11-7	24-20	3-7	1-6
14-18	b-23	18-14	17-21
26-31	20-16	11-15	9-5
18-23	18-15	d-e-17	21-2
7-11	16-12	15-18	5-14
23-18	15-13	21-17	b. wins

a Beware of 18-15 as 1-5 wins for black.

b If 23-19, black will win by 7-11.

c If 14-18, black wins by 7-10, 9-6, etc.

d 17-14 here loses by 15-10.

e From this point to the finish the play is identical with that of "Bridge-water Club."

f "Bridge-water Club" suggests a variation here in the play as follows: 17-22, 7-10, 9-6, 15-18, 22-15; 10-19; 6-2; 1-5 and black wins.

GAME 235—"BRISTOL CROSS."

We have much pleasure in presenting the following, which was the eighth played in the recent match at Toronto for the Checker championship of Canada, between Messrs Forsyth, who played black, and Kelly.

11-16	16-23	7-10	15-19
23-18	27-9	25-21	23-16
8-11	5-14	10-14	12-19
18-14	25-22	32-27	6-2
9-18	2-6	14-18	10-15
22-8	29-25	21-14	13-9
4-11	11-15	18-25	30-25
21-17	25-21	26-23	9-6
6-9	14-17	25-30	1-10

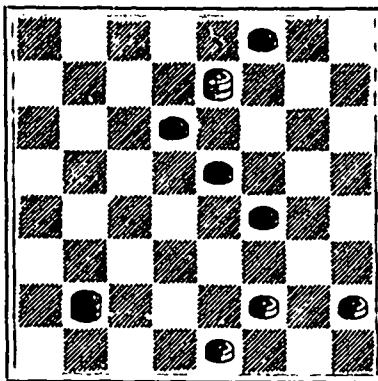
17-13	21-14	14-9	6-2	7
9-14	10-17	6-10		
24-19	a-30	25-9	6	

a Mr. Kelly here set a trap which he hardly hoped that the veteran would fall into.

b Black eventually wins, but we leave the play here for the present, taking the position at this stage to form

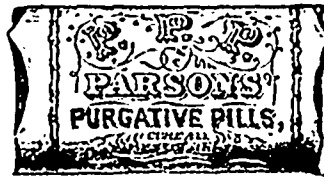
PROBLEM 352.

Black men 3, 10, 15, 19, King 25.



White men 27, 28, 31, king 7.
Black to play and win.

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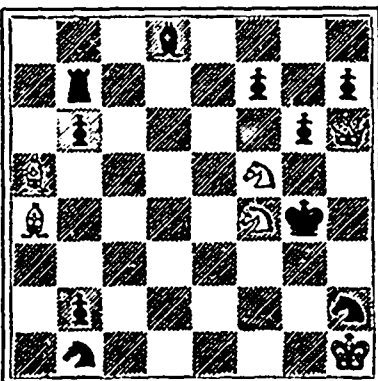
CHESS.

SOLUTION TO PROBLEM 203.
P-R4, etc.

SOLUTION TO PROBLEM 204.
R-KR4

PROBLEM 207.

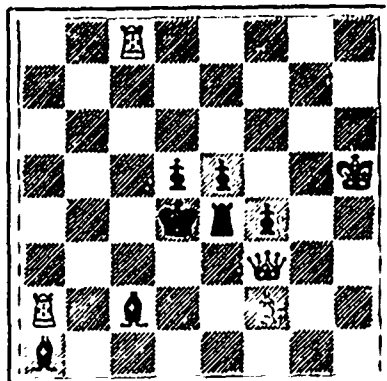
Black 10 pieces.



White 6 pieces.

White to play and mate in three moves.

PROBLEM 206.
Black 7 pieces.



White 5 pieces.

White to play and mate in two moves.

GAME 185.

A hard fought correspondence game between Col. Noyes, R. A., formerly of Halifax, and Mr. J. W. Shaw of Montreal.

IRREGULAR OPENING.

WHITE.	BLACK.
Col. Noyes.	Mr. Shaw.
1 Kt-KB3	P-K3
2 P-Q4	Kt-KB3
3 P-QB4	B-K2
4 P-K3	P-QK13
5 Kt-QB3	B-K2
6 B-K2	Castles
7 Castles	P-Q4
8 Kt-Ksq	Kt-K5
9 P-KB3	Kt x Kt
10 P x Kt	Kt-Q2
11 P x P	P x P
12 P-QB4	P-QB4
13 Kt-B2	P-KB4
14 BP x QP	B x P
15 P x P	Kt x P
16 Kt-Q4	B-KB3
17 Q-B2	R-Bsq
18 B-R3	Kt-K16
19 Q-Qsq	Kt x R
20 B x R	K x B
21 Q x Kt	P-B5
22 R-Qsq	P x P
23 Kt-K6ch	K-K2
24 Q x Beh	K x Q
25 Kt x Q	R x Kt
26 B-B4	K-K4
27 R-Q3	R-Q3
28 B x B	R x B
29 R x Pch	K-B3
30 K-B2	R-Q7ch
31 R interposes	R x Rch
32 K x R	K-K4
33 K-K3	K-Q4
34 P-KR4	K-K4
35 P-KKt4	P-KR3

The position is interesting at this point, and White remarked—"Why not 35 P-KR4?"

36 P-KB4ch	K-K3
37 P-R5	K-B3
38 K-K4	K-K3
39 K-Q4	K-Q3
40 K-B4	P-R3
41 K-Q4	K-K3
42 K-K4	K-Q3
43 K-B5	K-K2
44 K-K5	K-Q2
45 K-Q5	K-B2
46 P-K5	K-Q2
47 P x P	P x P
48 P-B5	K-K2
49 K-B6	Resigns.

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