

as upland; it is fertile and productive, and under favorable climatic influences, yields an abundant return to the laborer; but the country is more particularly remarkable for its wonderful mineral resources. Gold, silver, iron, copper, antimony, and other precious and useful minerals are found in great quantities; but owing to the disorganized state of Government these mines have never yet been properly worked. The natural outlet of Burmah is down the Irrawaddy through British territory, but the French hope to divert this trade eastward by way of the River Mekhong. Could Burmah be brought under French domination, the Shan States would speedily be absorbed, and French rule on the Indo Chinese peninsula would become an accomplished fact. This, Britain cannot allow, and it is therefore probable that the result of the present expedition will be the annexation of Upper Burmah to the British Crown.

### AN IMPECUNIOUS MONARCH.

Far away in the interior of the Indo-Chinese peninsula, two hundred miles from the mouth of the Irrawaddy, is situated the domain of King Theebaw, the cruel and bloodthirsty potentate of Upper-Burmah. For the past eight years, this unscrupulous monarch has extorted from his subjects, in the form of taxes, a large proportion of the products of their labour. Thousands of them have in consequence of this oppression found their way to the British Provinces of Arakan and Pegu which have, during the past 20 years, doubled their populations. High and low, rich and poor suffer alike from the caprices of their unnatural Sovereign. Ministers of State compelled to lie on the roadside for hours together in the broiling sun with heavy weights upon their chests, Judges, Governors, Magistrates, Peasants, decapitated with but a mock trial, women strangled by the cruel bow-string: these, all these, are but the ordinary events which mark the reign of the dissipated and profligate King. And now that his subjects are no longer able to satisfy his rapacity, he seeks to fill his coffers with British gold at the expense of British traders. But King Theebaw has overstepped the mark, and will soon have to yield to the advancing British force. His army, which is but poorly equipped, consists of 10,000 men, and cannot offer successful opposition to the British expedition.

### CONSTRUCTION OF FISHWAYS.

Mr. W. H. Rogers, the Inspector of Fisheries, has been busily engaged during the summer months putting his patent Fishways into the mill-dams in various parts of the Province, and we are informed that there are now some forty of them in successful use. Two dams and a natural face on the Bedford River have been supplied with these structures, and the large lake from which the branch flows, where Peveril's dam has heretofore been an impossible barrier, is said to have been swarming with young alewives during September, on their way down to the sea.

The heavy dam on the Avon, in Hants County, owned by the Messrs. McCallum, carrying a head of about 20 feet, has also been opened with one of these fishways. The structure is about 160 feet long, and is entirely in the pond; the fish enter it at the base of the dam, where they meet a slow, easy brook, and pass up as readily as through a natural stream.

An important victory has been achieved by Mr. Rogers on the Magaguadavic River, in Charlotte County, where a natural face of some 70 feet in height, has been overcome, and an easy, almost natural stream has been provided by means of which any sort of anadromous fish may ascend that fine river. The matter of overcoming this obstruction had occupied the attention of the leading citizens of St. George for some years past, but was generally considered impossible of accomplishment, except at a great outlay; but Mr. Rogers was asked to visit the locality, and his long experience in matters of the kind has enabled him to grapple with difficult problems, and from all accounts victory is his. The ascent is accomplished by the construction of four small dams and five of the fishways of about 290 feet in the aggregate. There was quite a gathering of the people from the surrounding country to witness the turning on of the water, two weeks since, when general surprise was expressed at the result. There was not the least doubt as to the ready ascent of the fish. Mr. W. H. Kinney, of Yarmouth, the builder, received much credit for the substantial and permanent nature of the work, and for managing to complete the whole at a cost of little over \$1000. Judging from the following, which we reproduce from the *St. John Sun*, the people of St. George were not slow to recognize the importance of having their grand river and the extensive lakes from which it flows, opened up, so as to allow the fish to reach their natural spawning beds, nor to give credit where it is due:—

"Messrs. Venning and Rogers were entertained to-night by Dr. Dick, a well known advocate of fish culture, and an adept in the art of wielding a rod. During the evening, the company were agreeably surprised by a serenade from the St. George cornet band, and several salutes by Capt. A. J. McGee's company of volunteers. The demonstration was by torchlight, and was witnessed by nearly all the inhabitants, male and female, of St. George. The assembled crowd, military corps, and band in gorgeous uniform, together with the brilliant torchlights, made a most imposing appearance; and Messrs. Venning and Rogers appeared highly pleased at this token of respect and appreciation of their services.

Hon. A. H. Gilmor, M. P., made a short address, and introduced Mr. Rogers, who eloquently expressed his thanks for the honor done to him and Mr. Venning. He enlarged upon the many resources of this "Canada of ours," yet to be developed, and paid a glowing tribute to our institutions—advising young men to stay at home and be contented—and urged them to develop our own country, which he claimed was in most respects ahead of the world in its vast possibilities in the future."

### WHAT DO THE FRIENDS OF CAPE BRETON WANT?

This is a question that was asked in the House of Assembly last winter by a man who seemed to think that the friends of Cape Breton do not know what they want. The shortest answer to it is, "Justice!"

It may be well, however, to give a brief epitome of Cape Breton's wants for the information of those who do not know that heretofore gross injustice has been shown towards that deserving and important section of our Province.

Cape Breton wants her due share of public funds to be spent within her borders in such a way as shall not only place her on a level with other portions of the Dominion, but shall be of lasting advantage to the whole of this Province.

Cape Breton wants railway subsidies that will enable reputable companies to build in that Island railways, which, once opened to traffic, shall ensure the rapid expansion of its varied natural industries.

Railways in Cape Breton, judiciously located, would at once result in the opening and working of several magnificent coal mines now useless and unprofitable both to the Province as well as to that Island. These mines would annually contribute largely, in the shape of royalties, to the provincial revenue.

Railways in Cape Breton would render saleable at an early date thousands of acres of crown and timber lands that we do not need to keep in reserve; and this, too, would of course help to fill the provincial treasury.

Railways in Cape Breton would facilitate the making of arrangements to smelt and manufacture the practically unlimited quantities of iron-ore that now, like the coal mines of Inverness Co., yield us no revenue, direct or indirect.

Railways in Cape Breton would bring within reach of the people there a ready market for the fresh fish that can in winter be got very cheap in different parts of the Island.

Railways in Cape Breton would render available very extensive deposits of gypsum which now can be very economically quarried, but cannot, on account of their distance from a good shipping-place, be sent to market.

Railways in Cape Breton would stimulate agriculture on the Island—an industry which now flourishes in certain sections in spite of disadvantages of which farmers in the other agricultural districts of the Province have scarcely any idea.

Lastly, railways in Cape Breton would keep within the Province many of our young people that now have to go to the United States to engage in industries that might be provided at home.

How are these railways to be built? Let the Dominion Government build a trunk line to Sydney or Louisburg, and let the Local Government give the Island three-fourths of the public monies to which her population, her area, her resources, her relative importance and her past contributions to our revenue unquestionably entitle her, and the construction of all the required railway will speedily follow. Every man well acquainted with the splendid possibilities of that Island, and having the smallest ability to forecast the future from data far from limited or obscure, must agree with us in saying that afterwards the whole Province will have the fullest reasons to be satisfied with such an expenditure.

### WHAT WILL THE WORLD BURN?

The exhaustion of the world's fuel supply is a calamity which appears to be always growing less probable. In fact we need not fear but that, if we bequeath them enough money, our remotest descendants will be able to keep comfortably warm. Not only is the coal supply now known to be well nigh inexhaustible, but Nature occasionally affords us a glimpse of other resources which have hitherto lain unused in her storehouses. Natural gas has lately been turned to account, and has already effected a greater saving of coal than dealers in the latter article might think desirable. Another substance, formerly wasted, now promises to take a prominent place among heat-producers. In the Trans-Caucasian province of Baku, where the surface of the ground is so full of petroleum that it frequently takes fire, one firm prepares annually 450,000 tons of crude oil, the heating power of which is one-half greater than that of coal, while its cost is only sixty cents per ton. This fuel has been used for years in the steamers on the Caspian, and on the Trans-Caucasian railroads, and now the Central Pacific Company has successfully introduced it into California. The oil regions of Canada and Pennsylvania may soon be expected to utilize as a heater this substance, which has hitherto been wasted.

Even without counting on the resources opened up by these two discoveries, the supply of coal is known to be sufficient for warming the fingers of the human race for some years to come. A careful estimate shows that the coal fields of the United States can, if necessary, supply the whole world with coal for 1500 or 2000 years. The Alleghanian coal region covers over 50,000 square miles. Nor do the United States by any means monopolize the coal area of America, much less of the world. The extreme North-West of the Dominion, from British Columbia to the Arctic Ocean, is an almost uninterrupted bed of coal. Around Hudson's Bay it is also known to exist; while it abounds in the more limited area of the Maritime Provinces. The European coal mines, too, appear to be still capable of holding their own. In 1873 their output was equal to four times that of the American mines. If then, the United States alone undertake to warm the world with the product of their coal mines for the next fifteen hundred years, we need not feel a chill when we think of the future inhabitants of this planet.