It may seem absurd that with good coal close at hand in Alberta, the people of Manitoba and Saskatchewan should be worrying about their next winter's supply. But they have cause for worry, for unless the Canadian operators are at once given assurance that American coal will not be available, they cannot undertake to keep the mines in operation during the summer months. If the usual 3,000,000 tons of American coal is imported this year, the Alberta operators will be able to dispose of only about 5,000,000 tons, and they can produce that amount in about 7 months. If, on the other hand, the operators are not immediately given assurance that 8,000,000 tons will be needed, they will have lost time that it will be impossible to make up. If imports fail, then there will be a shortage which will be more or less acute depending on the length of time lost now.

As a great deal has been said and written about methods of utilizing the lower grade coals of the West, there seems to be a rather general impression that Alberta mines cannot supply all the needs of the Prairie Provinces. It is true that a considerable portion of the coal mined in Alberta will not store and only a very small amount is anthracite.

But there is mined in Alberta, coal suitable for all industrial and domestic purposes. The statement, often made, that Alberta coal cannot be stored is, according to John T. Stirling, Chief Inspector of Mines, true only of less than one-third of the output. Mr. Stirling in a paper presented at the annual meeting of the Canadian Mining Institute in March, said: "It is being fully demonstrated every day that railway locomotives, steam plants and buildings of all kinds and sizes can use Alberta coal in Saskatchewan and Alberta with very satisfactory results, so that there appears to be no reason why the same fuel cannot be used in Manitoba."

TUBE MILL PEBBLES.

In the course of explorations in Nova Scotia last summer, Mr. A. O. Hayes, of the Geological Survey of Canada, collected samples from deposits of pebbles suitable for use in tube mills, which occur in beach deposits along the shore of Gabarus Bay, Cape Breton County. Along the north shore the pebbles are derived directly and in several coves in the vicinity of Eagle Head, from the volcanic rocks which form this rugged coast, beaches thrown up well above high tide are composed entirely of pebbles of rhyolite and similar types of rocks, several thousand tons of which could be readily loaded on vessels.

At the head of the bay, a barrier bar has been formed which contains a mixture of material, including the types mentioned above, together with granite, syenite, quartz-porphry and quartzite, derived from reworked glacial drift as well as the local volcanic rocks. Many thousand tons of this material could be sorted from this beach, and loaded on vessels by means of small boats, as the water is shallow in the vicinity of this bar.

A series of careful comparative tests were made in a Deval abrasion machine on samples of rhyolite pebbles, the mixed material, and of commercial flint pebbles. In regard to resistance to abrasion, all the samples proved superior to the commercial flint pebbles.

Louisburg, the terminal of the Sydney and Louisburg Railway, is about ten miles eastward from the head of Gabarus Bay, conected by a very rough wagon road; and Sydney, the terminal of the Canadian Government railway, is about twenty miles northward, with a better wagon road.

NAMES OF NEW GOLD TOWNSHIPS SOUTH OF LAKE ABITIBI.

During the autumn of 1917 gold was discovered in unsurveyed territory south of Lake Abitibi in northeastern Ontario. This area lies about 70 miles almost directly east of the well known Porcupine area.

During the coming summer the Ontario Bureau of Mines is to make a geological survey of this new gold area. Following the custom of Ontario, this area is being divided into townships, 6 miles square. These townships have recently been given the following names in honor of men well known in the mining and geological world. In alphabetical order the names are as follows:

Frecheville—Prof. Wm. Frecheville, Professor of Mining in the Royal School of Mines, London; past President of the Institution of Mining and Metallurgy.

Garrison—Mr. F. Lynwood Garrison, Mining Engineer, Philadelphia, Pa.

Harker—Dr. Alfred Harker, F.R.S., immediate past President of the Geological Society of London.

Holloway—The late Mr. George T. Holloway, Chairman of the Royal Ontario Nickel Commission, 1915-17.

Lamplugh—Mr. G. W. Lamplugh, F.R.S., President of the Geological Society of London.

Marriott—Mr. Hugh F. Marriott, President of the Institution of Mining and Metallurgy, London.

Rand—Mr. Chas. F. Rand, past President of the American Institute of Mining Engineers, New York.

Stoughton—Dr. Bradley Stoughton, Secretary, American Institute of Mining Engineers, New York.

Mr. E. H. Hamilton, who for some time had been metallurgical manager for the Consolidated Mining and Smelting Company of Canada, at its smelting works and refineries at Trail, B.C., has left British Columbia, and is now with the United States Smelting Co. at Midvale, Utah.

Mr. J. B. Tyrrell has left for northern British Columbia, where he expects to spend a few weeks.

Major R. W. Brock is president of the Canadian Soldiers' College at Seaforth, Sussex, England. Major Davis is head of the Department of Engineering.

Mr. E. B. Schley, of New York City, has succeeded his father, the late Mr. Grant B. Schley, as president of the company operating the Britannia mines and concentrating plants near Britannia Beach, Vancouver mining division of Howe Sound, British Columbia.

Mr. Harold Grant is in charge of development work being done on some copper claims at Sooke, Victoria mining division of British Columbia, Vancouver Island. The property is being explored for the Ladysmith Smelting Corporation, under an option of purchase.