

New England States, the portals of which are now ajar, represent the main chances for which the east is on the look out.

The Distribution of Coal in the St. Lawrence.—Among a variety of topics at present discussed, that of the distribution of coal up the St. Lawrence almost invariably occupies a first place. This polemic is old, yet every new. At first sight barges or large 10,000 ton steamers appeal to the economist and gratify the ambitious. As to barges there is practically no impediment to the inception of a system of towage. Barges always have and always will assist a battery of collieries to distribute the output economically. The towing-boat must, however, be specially constructed; no collier of the type upon this coast, unless she is capable of straining 12 knots an hour and has been strengthened in hull, should be entrusted with a two thousand ton tow. In a choppy sea in the Gulf the straining and vibration of a heavily-laden collier, plus the strain upon her structure of a 2,000 ton tow, will weaken the former to an irreparable extent. Given a staunch and specially strengthened craft, steaming 12 nautical miles an hour free, the barge can be handled with safety at a progressive rate of 8 knots. The latter can be well stored too under such circumstances,—an important feature in the narrow and tortuous St. Lawrence,—and as long as an approximate mean of eight knots is maintained the tow and steamer are safe, economical and advantageous. It is, however, worth noting that the enormous trade in coals carried on from the Tyne, Wear and Humber, Cardiff, Swansea and other ports is carried on and has been developed by the orthodox collier. The Marquis of Londonderry's pits and the Earl of Durham's collieries are cases in point for the Dominion Coal Co; these noblemen own their own vessels, capacity up to 2,000 tons, and have discovered that the enormous saving accruing from the use of own tonnage leaves nothing to be desired in the shape of barges or 10,000 ton transports. I have no hesitation in condemning the latter. If such boats, i. e., large steamers, are built they should not exceed 5,000 tons carrying capacity. What is the saving through using own tonnage in the St. Lawrence? Here is a boat, the name of which it is unnecessary to state, carrying 2,200 tons, value on the British market £5,000, or \$25,000, chartered for 8s. or \$2 per ton gross = to \$2,560 per month or \$17,760 per season (6 months); bunkers in 130 tons per trip at the rate of \$1 per ton; port charges and pilotage found; owners find wages and oils, viz, \$3,525 and \$500 the season respectively; feed 33 cents per man per diem for 180 days, i. e., \$1,305 per season. Upon the basis of these calculations the net returns to the trans-cean owner whose ship is hired and paid for by the D. C. C. is \$14,190, less wear and tear, account, \$8 per day over 180 days = \$1,440,—and insurance loss for an old ship not fully covered. Thus it is evident that, choosing the vessel alluded to as a fair average, the grand total of profits accruing to the British tonnage owner upon the fleet of British craft employed and paid for by the D. C. C. is very excessive. This the Londonderry and Lambton (Earl of Durham) collieries saved and avoided in the exclusive use of their own craft. I venture to think that the syndicate can dispense with any other system of distributing their coal than the old-fashioned collier system, which built up the phenomenal prosperity of the Lambton and Londonderry pits.

Social and Economic Condition of the Cape Breton Miner.—No inconsiderable intimacy with the social condition of the European miner assures me that the social condition of his Cape Breton contemporary is eminently satisfactory. The Cape Breton miner is unique among his class; unexposed to the fierce competition with which many of his peers in other countries have to grapple, the pitman of this country is merely in the first stages of his industrial education, uneducated and consequently indifferent to the ethical relations of exterior industries, political economies and regulations which have been and are about to affect his social condition. Isolation and lack of innovation have engendered a species of austere self-sufficiency, which could not exist if he were trained to look out of himself into the economic circumstances upon which he actually depends for his daily bread, and in consequence the communities have resolved themselves into sections, devoted to social reforms, education and efforts at culture, which own their very presence to neglect of all the great if harassing questions of trade, commerce and industries which are silently taking shape in the outer world. For these reasons the colliery communities have attained to a higher pitch of social development than many in that outer industrial world which to the Cape Breton pitman is an enigma indeed. It is right, however, to remark that this abnormal social development, allied to the abnormal ignorance of the ethics of the coal mining industry, is one of the most serious evils with which the Dominion Coal Co. must grapple in the prosecution of those innovations upon which the higher prosperity of these collieries utterly depend. This may appear paradoxical, but what communities of men are so replete with paradox as mining? Financially the Cape Breton miner is well remunerated. I do not know that any statistics of his scales of remuneration have yet been published, except by myself in the Colliery Guardian, but I think there can be no reasonable doubt that his high productive capacity as a miner has introduced him into a high normal condition of prosperity, which needs no illustration statistically. The long and complex tales of rates of wages in all the great colliery districts of the world, hours of labor and productive capacity per man, now before me, are exemplary indications of this. It is of course not at all clear whether the current wages will be maintained, especially when a full year's work is provided by the opening of Louisiana and the great urban markets to the south, but as far as this great question can be decided by a critic, there appears to be abundant indications that the present average scale of wages will be maintained and the general economic conditions of the men improved by the prudent habits and sound aims of their new masters.

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.

R. L., Clyde Bank, Glasgow.—The first Herald received. Many thanks. Let us know if THE CRITIC reaches you regularly.

THE CHAMPIONSHIP.—Up to the present, Aug. 14, the Toronto Checker Club has failed to make known its intentions in the trophy in the proposed Kelly-Forsyth match. Therefore arrangements for said match remain incomplected.—W. F.

GAME 228 "EUTER."

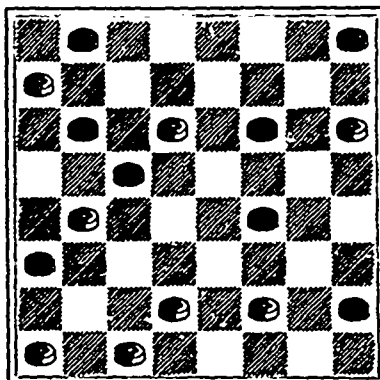
Contributed by James Lees to Glasgow Herald.

Table with 4 columns of numbers representing game results. Includes numbers like 11-15, 23-19, 9-14, etc.

- a This loses, 14-17 draws.
b Corrects "Drummond's" 2nd, where 25-22 is given which only draws.
c 26-23, 17 14, 23-16, 14 10 and white wins.
d Solution to Prob. 343.

PROBLEM 244.

From the Liverpool Mercury Black men 1, 4, 9, 11, 14, 19, 21, 28.



White men 5, 10, 12, 17, 26, 27, 29, 30. White to move and win. This got first prize at the recent competition of the Otago, N. Z. Witness.

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EXAMINATIONS OF ENGINEERS, (Sec. 7 Mines Regulation Act.)

NOTICE IS HEREBY GIVEN that an EXAMINATION OF CANDIDATES for Certificates of Competency will be held at Sydney, Stellarton and Springhill, Oct. 6th 1893. Intending Candidates will be furnished with full particulars on application to the following members of the Board: D. MURRAY, Springhill. JAS. FLOYD, Westville. JNO. HARRINGTON, North Sydney. Or to the Inspector of Mines, Halifax.

Should it appear to the Department of Mines that at any locality a sufficient number of Candidates for Certificates would be benefited in preparing for examination by the services of an instructor, steps will be taken to provide such instruction for a short period. E. GILPIN, JR., Inspector of Mines. Mines Office, Aug. 2, 1893.