

of the word, for not alone do they feed the furnaces of the naval armament, thriving factory, or merchant marine : but they occupy an easy position in an island which the inexorable laws of economy are pushing into prominence as the future commercial rendezvous of the trade routes of the Hinterlands and in which the strategic Louisburg, three days' steam from Britain, will surely impair the prestige of many of the Atlantic cities of the hour. This feature of Nova Scotia should be reviewed before the scholar and the statesman with emphasis, for it infers that western traffic will pursue the cheap water routes of the great lakes and St. Lawrence in preference to the land routes now in use, or the Erie Canal. I think we may fairly escape the rebuke of egotism in spite of such optimistic writing, for if an economic route for trade be struck off on any map, such must penetrate the lakes and great river even unto Louisburg, on account of the reduction of cost and minimum of distance to the great market in which all nations struggle to participate. These are undoubtedly important considerations in favour of Cape Breton and indisputably point to supremacy down by the sea. Further down the coast the stern allied industries of iron and steel mark out Nova Scotia as the seat of steel shipbuilding when that era shall begin. The present dimensions of the industries are sufficient to supply the important implement manufactories of the Ontarian peninsula with the sections, seen later on as reaping and such machines in the tall grain of the farms of the west, and iron pigs, bars, etc., are now manufactured in picturesque Acadia for native consumption to a degree which promises well. Thus the approaches to the Dominion are guarded by stern and rugged industries upon which vast vested interests which have driven back the overflowing tides of exterior

arrogance securely rest. Pursuing the theme of the carboniferous the student may progress into the province of New Brunswick. It should be clearly understood that although the quantity of coal in this province, which was recently termed by a writer in the "London Financial Standard," "Canada's Sick Man," is estimated to be 150,000,000 tons, the coal future is remote. In fact, New Brunswick is one of the remoter coal fields of the Dominion of Canada to which, with the coal fields proper, I have given considerable prominence in the "London Colliery Guardian" from time to time. As a remote coal field the stress of competition from the Nova Scotian mines must inhibit development for many decades, consequently the triangular coal field of the Straits of Northumberland has no bearing or influence upon the economics of Canada. The spur from these to the prairie coal fields is without coal. The student will, however, discover that the enormous facilities for delivering Nova Scotian coal via water remove the disadvantage under which Quebec and Ontario might be supposed to lie. In effect, the Nova Scotian coal can penetrate a parallel of longitude, beyond which the Dominion is rendered independent by the coals of the region of eternal coal of which I have already designated the North-West coal fields, in the "Colliery Guardian." The fuels of the North-West Territories of the Dominion of Canada are literally eternal in quantity. Now the student must step in and divide them up with mathematical precision into three bands, *i e.*, advancing towards the mountains—Lignite, Lignitic and Bituminous.

LIGNITE COAL.—This is a substance resembling improved peat and must be recognized as of considerable value in any prairie country. It is, however, reduced in value in the present state of the country owing to the competi-