

have to be supplied hastily under the pressure of any threat of war. Such a question would be fair matter for deliberation and decision at a colonial conference such as has been proposed.

A fact may here be mentioned which illustrates by contrast the singular advantage which the Empire possesses from the command of abundant coal on the Pacific. The great American city of San Francisco, with its extensive shipping and railway connections, draws its chief supplies of good coal from three British sources—Vancouver, New South Wales and Great Britain itself. Curiously enough the two distant points compete in furnishing this coal on practically equal terms with Vancouver, which is close at hand. Ships chartered to carry wheat from the Pacific coast to Europe from want of a return cargo use coal as ballast in voyaging from England or Australia, and are therefore able to deliver it in San Francisco almost as cheaply as it is brought from Vancouver. During the year 1892 San Francisco took about 600,000 tons of Vancouver coal. The American steamship lines to China and Australia use it almost exclusively. It goes to the Sandwich Islands, to Mexico, and many other points on the Pacific, a circumstance which indicates how much Canada's stake on that ocean is increasing.

Another suggestive fact should be mentioned. The American cruisers employed in guarding the seal fisheries in the Behring Sea have taken the larger part of their coal supplies from Vancouver. The manager of the principal mining company at Nanaimo told me that he had thus sent 5,000 tons to the Behring Sea for the use of American ships. The British cruisers were at the same time using Welsh coal, to which the preference was given, not from any superiority in steaming qualities, but because it was a smokeless coal and

cleaner. The admiral stated that he could see American ships several miles further than they could see him. The advantage of such a coal in time of war is obvious, but in war time the only coal obtainable would probably be that near at hand. I shall have occasion, however, to speak of smokeless coal again.

The Vancouver mines furnish the Canadian Pacific Company with fuel for their fast steamship service to China, and Japan and for their railway service to the summit of the Rockies. Without these mines the Transcontinental Railway and its ocean connections—in other words, the new postal, commercial, and military route to the East, could scarcely be an accomplished fact. In the West, then, as well as the East, on the Pacific as on the Atlantic, Canada's coal measures are so placed as to give the greatest possible advantage for external and internal communication for the prosecution of commerce in times of peace, and for its defence in time of war. And surely vast coal measures lying behind defended or defensible ports must be of more permanent worth than mere coaling stations which have to draw all their supplies across wide seas.

We may now consider how the coal supplies of the coast are supplemented by those of the interior.

An important coal area has lately been opened up in the Rocky Mountain district. A few miles from Banff, and scarcely a hundred yards from the line of the Canadian Pacific Railway, a mine of anthracite coal is being worked. Many outcrops of the same deposit are found northward and southward along the line of the Rockies in British Columbia. It represents, I believe, the only true anthracite coal which has yet been found, or, at any rate, worked, in America westward of Pennsylvania. It contains a large amount of fixed carbon than the Pennsylvanian coal, burns