

more valuable, especially in a country where the winter is long and wood is scarce. These coals occur in several valuable beds, stretch over a great area, and are in many cases so very accessible that they will afford not only good but cheap fuel, and with the iron ores which occur in the same localities must ultimately afford the basis of manufacturing industries. It must also be borne in mind that the province of British Columbia, west of the Rocky Mountains, is a country rich in gold, silver, and iron, and with large deposits of coal, which have especial importance as being the only coal fields on the Pacific coast of North America, and must ultimately give British Columbia a position on the Pacific similar to that which England has on the Atlantic. Then the farmer of the prairie lands will not only have access to the markets of Eastern Canada and of Europe, but to those of the mining districts of British Columbia and of the shores of the Pacific.

The CHAIRMAN: I have now to call upon one who addressed us with admirable eloquence, and who excited our deep interest, last year. I had the pleasure of knowing him many years ago, when he was acting as chaplain to the regiment I then commanded, and I very much desired to keep him one of Her Majesty's chaplains, but had I been able to do so I should have deprived the Church of a good bishop and one who has done his work thoroughly and well. (Applause.)

The BISHOP of SASKATCHEWAN: I shall only say a few words in confirmation of what has been so well stated by my old friend, Mr. Begg. His lecture has brought back a crowd of memories to my mind—some old, some more recent. Within the last seven or eight months I have travelled over the whole of the Canadian Pacific Railroad, from Winnipeg to Calgary—within the shadow of the Rocky Mountains. What a grand work that railway is! What a great tribute to the determination of character and energy of our people! What a contrast between that rapid and easy journey by rail and another which I made about twelve years ago. I crossed the Assiniboine river near the present railway crossing. Then I was travelling slowly through the country with a waggon and Red River carts. We reached the river. There was no boat, no raft, no ford. Our guide was equal to the occasion. Off went the wheels of the carts: they were then lashed two and two together; this rough framework was covered with a huge sheet of buffalo hide, and thus a circular boat was made; one of the men swam across the river with a rope, and then the extemporised boat was drawn from bank to bank loaded with goods and passengers. Let me speak for a moment of another contrast. Mr. Begg has told you of our early efforts at church building in Winnipeg. In August last I was present at the laying of the foundation of a magnificent church there—Holy Trinity—the successor of the little Holy Trinity chapel built sixteen years ago. I addressed the people as I stood on the corner stone. I reminded them that the little chapel was blown down on the very day on which it was finished. It was