line, we may here state that the ignorant objections heretofore urged to a Canadian Pacific route, on the score of climate, are forever set at rest by the ascertained facts of temperature, and the groundless notion that snow storms and drifts in winter would prove an obstacle, is disposed of. The facts are, that from the Red River to the Rocky Mountains, the total fall of snow during the winter is comparatively small under the similar latitudes, and is no obstacle to railroads. The snow storms among the plains of the Saskatchewan are only one-fifth of what they are in the railroad State of Massachusetts.

This route is indicated as the natural pathway of commerce by the vast and inexhaustible coal beds of the Saskatchewan, speaking of which, Sir William Armstrong, some few years ago, raised the question in the old country of the possibility of the coal mines of England becoming after a time exhausted. The question was widely discussed at the time and all became thoroughly convinced of what paramount importance to a country's prosperity were the coal fields. From geological reports and the engineers' surveys, it appears that the Saskatchewan district possesses one of the largest coal fields in the world. Between the 59th parallel and the North sea, it has been calculated that there cannot be much less than 500,000 square miles that are underlaid by true coal. The average breadth of this belt is about 280 miles.

In addition to the coal, this country contains rich deposits of iron ore, and on both slopes of the Rocky Mountains immense gold deposits, the development of which is yet in its infancy.

Surely, with these riches, there is a great future in store for this Northwest, to be developed by the completion of the Canadian Pacific Railway and which will afford employment to thousands of immigrants who will ultimately settle along its line. The wonderful provision of coal in the Northwest, makes its possession of immense importance to Canada, as the scarcity of coal is one of the most serious wants at present and affects every branch of manufacture and industry. Here we cannot do better than refer to the remarks of Mr. Taylor, a missionary in the coal district of the Saskatchewan, who lately sent specimens for analysis to the Professor of Natural Science in Victoria College, Cobourg, Ontario. He says:

"The specimens where the outcrop in each case and taken from points at least 300 miles apart. The accompanying table of assays of coal from some of the principal mines in the United States and Nova Scotia are highly valuable for comparison, and when it is remembered that their samples were taken from the bed of the mine, and my specimens from the outcrop, the superior quality of the Saskatchewan coal is fully established."