

the countries mentioned. To prevent shortage of peat-fuel on account of unfavourable weather conditions during a season's work, a year's supply of peat-fuel should always be kept in storage.

Russia is the largest producer of peat-fuel in the world. In 1902, the production was 4,000,000 tons of peat-fuel, and the annual increase of production has since then amounted to nearly 200,000 tons. Many private plants exist in Russia in connexion with cotton mills for the production, for their own use, of 200,000 tons of peat-fuel annually. 1,300 plants making machine peat are now in operation in Russia.

I admit that the hardness of anthracite, permitting long hauls without much waste—the small volume it occupies requiring a minimum of space for storage—and the small amount of volatile matter it contains ensuring a nearly smokeless flame, are such valuable properties of this fuel, that so long as it can be obtained, it will be used by those who can afford to pay for it. Peat-fuel is, however, admirably adapted for use in grates during the late fall and early spring, when our heating furnaces are not in operation. This fuel will compete in price and cleanliness with soft coal for the purpose stated in our most luxurious homes. For the inhabitants of our rural districts, villages, and certain parts of our cities, whose homes are not supplied with hot air, hot water, and steam systems of heating, but require the use of stoves, peat-fuel will prove a cheap and excellent fuel, far superior to wood, and far more convenient to handle.

Although peat can be used in any of the common stoves now in use in Canada, a stove of excellent design, specially constructed for peat-fuel, has been brought out in Sweden by the Aktiebolaget Ankarsrums bruk. These stoves—a model of which may be seen at our Peat Plant at Alfred—are tasteful in appearance, and very convenient in operation.

The economy which may be effected by the use of peat is readily understood, when it is stated that in Ontario and Quebec the average price of anthracite with a high percentage of ash is \$7.50, and in Manitoba, \$10 per ton, whereas air-dried machine peat, containing only about 5 per cent of ash, can be manufactured at a cost of considerably under \$3 for an amount having the same calorific value as a ton of the anthracite we import. This could be sold, at places conveniently situated as regards transportation facilities and not too far from the place of manufacture, for a little more than one-half the price paid for anthracite in Ontario and Quebec, and for a little more than one-third of the price paid for anthracite in Winnipeg.

Some few years ago the labour troubles in the United States taught us a lesson which should be heeded, and which should enable us to conceive what a real fuel famine would mean for Canada. Anthracite coal in Ottawa at that time was sold at \$12 per ton. What if it could not be got at any price, and if we had to pay the transportation costs of fuel from either Nova Scotia or the far west? Who can even imagine the suffering it would entail upon our population? It is very easy to say that such a state of affairs is not likely to occur, but who will guarantee that it might not?

The central Provinces of Canada have accumulated no stores of fuel, ready