

grade bituminous coals which are found at high elevations in the Rocky Mountains are relatively near to the Pacific Slope, being only one-third the distance from, say the Crow's Nest Pass, to Winnipeg.

Coal is an article that in the future, because of its relative scarcity, will stand much longer rail-hauls to a shipping port than has hitherto been considered reasonably economically possible, and Alberta coal is not much further from tidewater than is West Virginia coal from Atlantic ports. The position of the port of Vancouver has been much improved by the regular use of the Panama Canal route, and the projected port improvements are fully justified at Vancouver, being indeed undertaken rather too far behind those of Seattle.

The coal deposits of the West are so large, and the world need for coal so pressing, that it may well turn out that an export trade in coal will precede the development of the western coalfield for the purpose of providing fuel for local manufacturing industries, and, because it has hitherto been unusual, the possibility of rail-hauling western coal for export shipment at Vancouver, and at Prince Rupert, is not thereby lessened.

The markets held by the British collieries hitherto, such as South America, the Levant and Scandinavia, are being rapidly lost to them by the unreasonable demands of the miners and the diminishing productivity of the remaining coal seams. United States coal is rapidly supplanting British coal in markets previously exclusively supplied from Britain.

It might be suggested that the position of the Alberta collieries with reference to Vancouver, and those of Northern British Columbia with reference to Prince Rupert, is not dissimilar to the relation of West Virginia collieries to Atlantic ports—as previously mentioned—and the opportunity to enter British markets is open to any coalfield in North America that can get its coal to tidewater within commercial limits of cost of rail-haul.

The Western Coalfield An Assurance of National Independence.

No country, however, achieves lasting prosperity or national permanence from mere export of raw material, and while the search for an export market is suggested as an immediate requirement for the healthy development of the western coalfield, the real role of—



"THE INTERESTING FUNCTION OF ALLOTMENT OF FUEL SUPPLIES"

"Canada being the most distant market, the most indirect to reach, the last applicant at the final source of coal fuel, will in all probability witness in future years many a recurrence of the situation of 1917-1918. When the united demand is moderate and production going well, Canada will be supplied, but when the demand is heavy and production low, Canada will again be a participant at the interesting function of allotment of fuel supplies; a fact which must inevitably be a detriment to her economic and social development." (From an article contributed to the "Journal", April 2nd 1920, by a writer in the United States)