Pacific Railways, in competition with the inferior coals of Washington and Oregon. American railways now draw some four thousand tons of coal and coke from Fernie and demand as much more. Much of this demand comes from points west of the Selkirk Range and will be fair trade, on account of distance and grades, for the Diamond Vale Coal Company. Thus it is evident that the development of the west has already provided a market for all the coal that can be produced and prices are high.

RAILWAY CONNECTIONS.

The Canadian Pacific Railway has now under construction that branch from the main line at Spences Bridge to Midway. The first section to Nicola will be completed this year and the remainder rushed through as soon as possible. This road will run through the full length of the Diamond Vale coal lands.

The Great Northern Railway Company has secured control of the V. V. & E. Ry. charter and will build from Grand Forks to Princeton this year. President James J. Hill has stated that this line would be built through to the Coast within two years. The Coast-Kootenay Railway Company and the Kettle Valley Railway Company each has a charter to build through Quilchenna and forty-five miles of the Kettle Valley line will be constructed this year. Within a very short time this coal mine will be served by four independent railways leading to every available market.

COST OF MINING COAL.

In a general way it may be said that the cost of mining coal in this Province is from $1.00 to $1.50 per ton. In the older mines where hoisting is necessary, the cost being greater than in the large mines recently opened up by levels.

Engineers estimate the cost of mining Diamond Vale coal at about $1.00 per ton with a probable reduction when large tonnage is handled. As the mine can be opened at any desired point along Quilchenna