

instructions, I had a conference with His Grace the Archbishop of St. Boniface, who has taken a great deal of interest in the case, and it is to be hoped that with his assistance an early solution of the difficulty at present existing may be found.

THE PRICE OF FUEL.

Through the encouragement offered by the Government to those having the necessary capital and experience, the coal areas of the North-West are being rapidly developed, and the price of fuel in the Winnipeg market, already reduced by an enormous percentage, will, in the course of a very short time, be as low as in almost any city in the Dominion of Canada. The Saskatchewan Coal Company, which operates the mine in the vicinity of Medicine Hat, continues to produce what proves to be excellent domestic coal, the output for the four months ending the 15th ultimo—all of which has been sold—being 6,000 tons.

The North-Western Coal and Navigation Company commenced work on the coal seam on Belly River in the autumn of 1882. They had previously tested the seams both at Blackfoot Crossing (Crowfoot), and at Grassy Island, on the Bow River, and at points on the Belly River, and finally selected the Lethbridge location, from the superior quality of the coal. The company built a steam saw mill on the Porcupine Hills in 1882, and the same winter constructed the hull of a steamboat at the mines, and a number of barges. In the summer of 1883 the steamboat was floated down to Medicine Hat and her machinery put in. A small quantity of coal was also floated down by barge, but the season was too far advanced for any extensive work. In the winter of 1883-84, the company built two additional steamboats at Medicine Hat, and prepared a fleet of barges with a carrying capacity of upwards of 3,000 tons. But the navigation failed on the 28th June, and the total quantity delivered by water was about 3,000 tons—which was taken by the Canadian Pacific Railway—and reported on as excellent in every respect. The total output at the mines last summer was from 8,000 to 9,000 tons, of which 3,000 was sold to the Canadian Pacific Railway, 1,000 consumed by the company's steamboats, and the remainder is being supplied to the Government Stations at Calgary, and MacLeod, as well as to the resident population. The coal has been analysed by the School of Mines in London, with the following results:—

Carbon.....	64.30	per cent.
Hydrogen.....	4.21	"
Nitrogen }	17.25	"
Oxygen }	0.69	"
Sulphur.....	6.20	"
Ash.....	7.35	"
Water.....		
	100.00	

"The proportion of water," says the analyst, Mr. Richard Smith, "would indicate that the coal approximates to the lignite class of coal, and by some would be classified under that head. In its physical characters it corresponds to some varieties of bituminous coals; and in this country (England) would probably be called a non-caking bituminous coal, similar to those which occur in Staffordshire."

The daily output of the mine, up to its close for the season, was 175 tons per day. The workings have been so arranged that the output can at once be raised to 250 tons per diem, with an indefinite increase, as the demand may require. In consequence of the unreliability of the navigation of the South Saskatchewan for such a heavy class of freight, the company are now constructing a narrow gauge railway from the Lethbridge colliery to Dunmore, on the Canadian Pacific Railway, a distance of 107 miles. The work is under contract, the rails and rolling stock already purchased, and the grading commenced.