

even approximately correct, they serve to reveal the absurdity of the statements made and the alarmist feeling raised by those who oppose the railway.

Mr. Cox pointed out that British Columbia's present demand for coal and coke is about 1,000 tons per day; that the Company is now making large expenditures to increase its output, which will be 4,500 tons a day within a year, and 6,000 tons within three years; that it has been estimated by practical geologists that the coal area from which the coal is drawn contains twenty thousand millions of tons, or sufficient to admit of 10,000 tons a day for 6,000 years.

Even allowing a wide margin for exaggeration, it does not appear from these figures that there is any immediate danger of a coal or coke famine in British Columbia by reason of the exportation of Crow's Nest coal across the line.

The *Herald* favored the construction of the Kettle River Valley Railway, and considered that the refusal of a charter to the Company which proposed to build that line was a great blunder. From the first we have advocated the granting of a charter for the proposed line from the Crow's Nest coal region to the boundary, and we think that Parliament would again commit a blunder by refusing to grant the charter.



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An interesting and satisfactory feature is the geological estimate of 20,000,000,000 tons in the coal area of the Crow's Nest