

rather more rapidly, and gives out a greater heat. On account of the peculiar excellence of the coal, the development of this mine has been watched with much interest. The chief difficulty has arisen from the lack of a sufficient market within a reasonable distance. The coal is used exclusively by the Canadian Pacific Railway in heating its cars as far eastward as Lake Superior. For domestic purposes it is sold as far eastward as Winnipeg, taking the place of Pennsylvanian coal brought up the Lakes, and westward as far as Vancouver. It would be much more extensively used but for the fact that stoves and furnaces generally throughout the country are adapted to the use of soft bituminous coal, and the class of people willing to change their appliances and pay a higher price for a superior coal is limited. There has hitherto been little sale for the refuse coal or slack, which, in the neighbourhood of large manufacturing centres in England or Pennsylvania, adds so much to the profits of the mine-owner. Use is now being found for it in working electrical machinery, and this field is enlarging in the West.

At Canmore, only ten miles distant from the anthracite mine, the Rocky Mountain deposits furnish a coal of a different quality. The mines have not long been opened, and their extent has not yet been fully determined, but the coal has been found to be almost smokeless, and has the further quality of coking well. Both these facts are of the utmost interest, as the one suggests the possibility of our ships of war in the Pacific being supplied near at hand with the smokeless coal at present obtained from Wales, while the silver mines now opening up in the Kootenay districts, as well as those on the other side of the national boundary, create a large demand for coke to be used in smelting. An adequate supply of coke, indeed,

is almost essential to the fullest and most successful operation of the mining industries of British Columbia.

Thus the coal mines of the Rocky Mountains promise to supply what is lacking in the quality of those of the Pacific coast and those of the prairies. They give completeness to the means of transcontinental carriage. With abundant coal on the Pacific coast, on the eastern slope of the Rockies, and in the heart of the prairies, railways have an easy command of fuel as far eastward as Lake Superior, where water carriage begins. Of the coal areas of the prairies, however, I have not as yet spoken.

In a country mainly treeless and with a cold winter season the existence of coal decides the question of settlement. This consideration for some time seemed to hold the destiny of the Canadian North-West in the balance. Along the river beds and in the rougher undulating country there was wood sufficient for the purposes of the early settlers, but it was evident that any increase of population on the plains would soon exhaust these limited supplies. In many districts it has already done so. Coal, therefore, has always been essential to the permanent success of the North-West. Fortunately, vast beds have been discovered, equal apparently to any necessities of future population. It is of varying quality. The Galt mines at Lethbridge are the most important of those yet opened. The product is a good bituminous coal, excellent for railway use, and giving the farmer a not too expensive fuel. The seam now being worked is between 5 ft. and 6 ft. thick, and is only 30 ft. or 40 ft. beneath the surface of the prairies. The coal-bed has already been traced to the west and north-west for many miles, and the company knows that it has a practically unlimited supply to draw upon. The present output of 800 or 900 tons a day could therefore be