

# Run of Mine

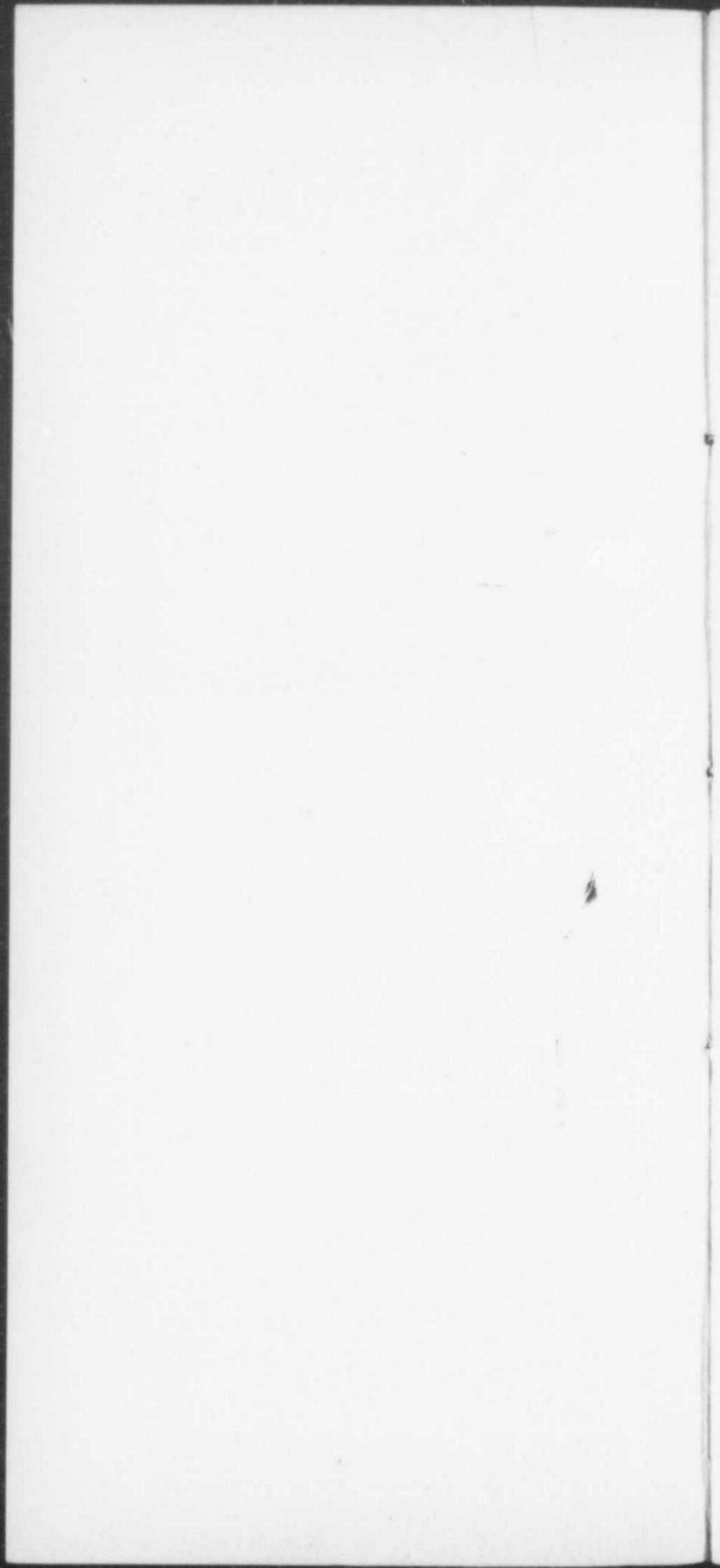


What the newspapers say of  
the RAILWAY from the  
Crow's Nest Pass Coal Fields  
to the American Boundary.

## Clippings from

Ottawa Journal  
Vancouver World  
Victoria Times  
Fort Steele Prospector  
Rossland Miner  
Manitoba Free Press  
Irish Canadian  
Toronto Globe  
Toronto World  
Toronto Telegram  
Toronto Star  
Toronto Weekly Sun  
Hamilton Herald  
Loudon Free Press  
Brantford Expositor  
Kingston Whig  
Montreal Witness

P  
385.09711  
R 939



# RUN OF MINE



---

What the Newspapers  
say of the RAILWAY  
from the Crow's Nest  
Pass Coal Fields to the  
American Boundary....

---



P

385.09711

R939

# CROW'S NEST COAL DEVELOPMENT

Press Opinions on the Proposed Connection with the Great Northern Railway

OTTAWA JOURNAL.

In a lengthy statement which was republished in the *Citizen* yesterday from the *Montreal Witness*, of the C. P. R. case, against permitting a competitive railway from the Crow's Nest Pass coal fields to the United States, the argument put forward is in brief as follows:

1. That to give the Crow's Nest Coal Company a direct railway line into the United States will enable it to dispose of its entire output in the States, and will result in the scarcity or extortionate price of coal and coke in eastern British Columbia.

2. That cheap and good Canadian coal and coke for United States consumption—better than the United States thereabouts can secure otherwise—will help United States industries to beat those of British Columbia.

3. That no further need of railway connection there with the United States exists, because convenient connection exists already.

Curious, isn't it? "Don't allow another railway from the coal fields into the United States," we are told, "because it will injure British Columbia and help the States." Next chapter: "Another railway into the States is not needed, because there is one already!"

**The C. P. R. Case is funny.** You may think the *Journal* is getting off a joke when it submits the foregoing as a summary of the C. P. R. argument; but it isn't. The C. P. R. argument is exactly as stated. Read the C. P. R. case; you will find a column or two occupied by portraying the danger to British Columbia and gain to the United States of direct rail connection between Fernie (the Crow's Nest coal town) and Spokane, in the States; and then you will find another column or two based on the text that the C. P. R. already gives almost as short connection between Fernie and Spokane as the proposed new line will do.

NOTE.—The *Ottawa Citizen* published the argument referred to as emanating from the *Montreal Witness*. It was only the words of a *Witness* correspondent. An extract from the Editorial of the *Witness* is included in this pamphlet.



#### VANCOUVER WORLD.

The resolution adopted by an overwhelming majority at the meeting of the Associated Boards of Trade at Greenwood is the best message that British Columbia can send to the Dominion Parliament. It is the views of the mining interests, of the commercial interests, and the general public interests of the great metalliferous districts of this Province, not expressed has-

tily, but after careful consideration. Knowing that the proposed railway connection between the Crow's Nest Pass coal fields and the American markets was to be discussed, the Boards of Trade appointed delegates whose views on that question were in harmony with the public interest. It is significant that the Nelson Board of Trade was careful to instruct its delegates to support the resolution favoring the charter. The ridiculous pretence of alarm in Nelson lest all the coal and other wealth be carried away by the proposed railway is well understood here, but it may have the effect in the East intended by its promoters. The voice of the business community, of the men of standing who have financial interests at stake in Nelson, should be accorded more weight than the ridiculous alarms energetically circulated for eastern consumption. The Associated Boards of Trade did not adopt a compromise resolution acceptable to all parties, as such bodies often do when opinions are divided and important public or private interests are in conflict. They made the declaration in favor of the proposed railway as clear and emphatic as it could be made. The preamble set forth that interested parties were endeavoring to create the impression that railways into the Province from the United States were inimical to the mining and smelting interests, and that opponents of competitive railways had proclaimed that the mining and smelting interests of the Province were opposed to the chartering of such railways. That is an eminently fair statement of the proposition, and it would be well if it were as

fully recognized at Ottawa as it is here in British Columbia. The resolution then declares that the Associated Boards of

**Views of the  
Boards of  
Trade.**

Trade, representing every town in the metalliferous portion of eastern British Columbia, and every enterprise whose success depends on the development of the mineral resources of the district emphatically declare in favor of free trade in railways and believe that every bona fide railway company desirous of building railways in the Province should be allowed to do so. As if that were not sufficiently definite, it was further resolved that the Association petition Parliament to grant the charter applied for by the Crow's Nest Pass Coal Company and those applied for by other Companies, who ask for nothing beyond the privilege of constructing railways in this Province. The fact that on a resolution so pointed and definite, about forty delegates, representing different Boards of Trade, should be almost unanimous, leaves no room for doubt as to the position of the leading interests of the districts affected. This Dominion covers an immense area, and every part has its own problems and must consider its own interests. The best development of every part must be eventually the wisest and truest patriotism to the whole Dominion. British Columbia knows its own needs and its own interests best, and is willing to accord equal wisdom and discernment to the other provinces. There is no danger of a proposed railway link in Ontario, Quebec, or the Maritime Provinces being obstructed by British Colum-

bia votes. Such a course on the part of this Province would merit the strongest condemnation. We would not expect the people of the East to tolerate it. All we ask is the same just treatment we are willing to accord the other Provinces. We are willing to do the square thing, and we ask the other Provinces to do the same. Through the Associated Boards of Trade we ask it clearly and definitely, and we trust that our rights will be respected.



*VICTORIA TIMES.*

There is one project of great interest to the people of British Columbia at present asking permission of our legislators to engage in the transportation business, around which a fierce fight is expected to be waged. It asks for no bonus; simply to be allowed to build a railway line in order that it may be able to place its goods in the markets of the United States at the minimum of cost. The speech of Senator Cox, which we publish in another column, deals with the matter very fully. He sets forth the case in behalf of his company to the best advantage, no doubt; but there is no reason to believe that he exaggerates in his predictions as to what the immediate development to the highest possible point of the mines in which he is interested will accomplish for British Columbia. The growing time is upon us; let those who are sceptical on the point read the speech of Senator Cox. *The Times* believes in a policy of Canada for the Canadians. It maintains that under the conditions which exist on this continent we must hold fast to all the

good things with which nature has endowed us, develop them to the highest point and make all that we possibly can out of them. This policy has been forced upon us and as the years go by it will become more and more evident that we cannot escape from it.

It is not possible by any process to add to the value of coal and coke; they are finished articles as they leave the mines and the ovens, and it is our business to find the best possible market for them

**Coal and Coke  
are finished  
Products.**

after the home demand has been satisfied. That the British Columbia smelters or consumers of coal of any kind have reason to dread the building of the line in question we do not for a moment believe. The Company in its own interests, and the Government in the interests of the people of Canada generally will attend to that. The greater the production the more economically operations can be carried on. The coal and coke are said to be of such a superior quality as to overcome all the obstacles placed in the way of their importation by the Government of the United States, and the supply is practically inexhaustible. It is possible that an attempt may be made to secure an increase of the duty, but it is questionable whether the forces against such a course would not be stronger than those in favor of it. In any event, as Mr. Cox points out, there still remains the alternative of a great increase in the number of smelters on the Canadian side and the importation of ore from the United States.

*FORT STEELE PROSPECTOR.*

What is the situation to-day that exists between the consumers of coal and coke, and those that supply the demand for the same, "the Crow's Nest Coal Company"?

Before the opening of the Crow's Nest coal fields, the consumers of coke were paying from \$14 to \$16 per ton for coke; to-day we find they are being supplied with a better class of coke at less than \$7.00 per ton.

The Fernie collieries are producing 1400 tons of coal daily. This output will be increased monthly at the rate of ten per cent.

West Kootenay to-day requires 500 tons of coal and 300 tons of coke. A question of veracity arises between the Coal Company and the C. P. R., one claiming lack of transportation, the other lack of coal; "which is right?"

The demand is 500 tons of coal and 300 tons of coke. Seven tons of coal will make 4 1-2 tons of coke, hence it will take 500 tons of coal to make 300 tons of coke. The total demand of coal being 1,000 tons daily, leaving a surplus at the mine of 400 tons.

We find from the above figures that the Coal Company is able to supply the present demand for home consumption, and still retain a surplus of 400 tons, which in a month would increase to 12,000 tons, in a year to 144,000 tons. With this large surplus, and a monthly increase of ten per cent., 140 tons per day, the natural inquiry would be, "What are they going to do with the surplus?"

Having the supply and demand, the next question of importance is transportation. If we assume that 20 tons is the average load for a car, it will take 50 cars daily. If 30 tons is maximum load, it will take forty cars daily to handle the present demand.

**Where is our Market?**

Another vital question of transportation is, how many cars can the Crow's Nest Branch railway handle daily, between Kootenay Landing and Nelson?

From a recent article which appeared in the *Nelson Miner*, to the effect that the C. P. R. were building four or five new barges, which would enable the company to transport 60 cars to Nelson, or 120 to Proctor's Landing, we would infer that at the present time the C. P. R. have all they can do to handle the present demand, 1,000 tons, let alone the immense eastern freight traffic to West Kootenay.

When the Michel creek mines commence to ship, which will be as soon as the side tracks and loading machinery are in position, the output from this point will be from 3,000 to 4,000 tons daily. The changes now being made at the Coal Creek mines will increase the output by 3,000 tons, making a total of 7,000 tons daily.

If the C. P. R., with their barges now in operation, and those under construction, can only handle 120 cars daily, and the Coal Company putting out 7,000 tons, 280 cars, is it to be wondered at that the Coal Company are seeking other markets for their production, let alone the fact, there would be no de-

**A problem in hauling.**

mand for more than one-third of the total output by the West Kootenay smelters and other industries using coal and coke.

But one conclusion can be drawn from the above facts. The coal production of to-day is far in excess of the demand, the future output will be an enormous surplus over the future demand; the Coal Company being forced to seek more extensive markets, or close down the development of the mines, the enlargement of machinery and future building of coke ovens, to a point just sufficient to meet home consumption, thus crippling one of the most important industries of the Province; for what? To prevent the upbuilding and expansion of the industries of British Columbia.



#### ROSSLAND MINER.

The opponents of the open door railway policy are resorting to misrepresentation in order to sustain their cause. A few days since, the *Nelson Tribune* stated that the Greenwood smelter was so short of coke, owing to the failure of the Crow's Nest Coal Company to supply it with what it needed, it was compelled to borrow a supply from the Trail smelter. In another column will be found a despatch which completely refutes this statement. The fact of the matter is that the Trail smelter finding that it was overstocked with coke, arranged with the Greenwood people to relieve it of twenty carloads, which, when it reaches Greenwood, will give the smelter there a surplus of 1,000 tons. This puts an entirely new face on the matter, and

shows what a weak cause the opponents of the "open door" policy are favoring when misrepresentation has to be used to bolster it.

\*\*\*

*MANITOBA FREE PRESS.*

Parliament has very properly, by means of the Crow's Nest Railway, connected the North-west Territories with the Kootenay country first, and by its delay over the Kettle River Valley application, has allowed the C. P. R. to take possession of that country two years in advance of any other line. It is quite another thing to contend that Parliament should say to the people out there, and to those who have investments in that country, no other railway must ever enter, and you can never trade north and south, but only east and west. That might be the view of the hide-bound protectionist, but even if a handsome trade between southern British Columbia and the United States is built up, surely that will be to the interests of British Columbia and all concerned. There is an enormous trade between the Province of Ontario and the States of New York, Pennsylvania, and Ohio. Nobody looks upon that as a disaster.

During the year 1899, the Province of British Columbia produced in minerals alone a value of \$12,393,131, and nearly all of this was exported to the United States. In copper the province produced \$1,353,000, and every pound of it found a market in the United States. In lead the United States took

**The Trade of  
British  
Columbia.**

alone a value of \$12,393,131, and nearly all of this was exported to the United States. In copper the

province produced \$1,353,000, and every pound of it found a market in the United States. In lead the United States took

35,000,000 pounds contained in ore. The United States took 750,000 tons of British Columbia coal, out of a total production of 1,306,000 tons. The market, therefore, for British Columbia minerals, the nearest and most valuable, indeed imperative, market, is the United States. In fact, of British Columbia's total exports of \$14,000,000, over \$10,000,000 were sent to the United States. It is certainly impossible to find a market for three-fourths of the products of the province in a country with which to determine not to trade, and from which we determine to receive nothing in return. That is contrary to the natural laws of trade, and the ordinary laws of exchange, and no policy will succeed which is an unnatural and forced affair.



#### *IRISH CANADIAN.*

There is a surer foundation for permanent settlement and substantial growth in the 20,000,000,000 tons of coal in workable seams in the Crow's Nest Pass district than in the more enticing wealth of the Yukon placers. In the coal measures there is an inexhaustible store of heat and power, for they can supply 10,000 tons every working day for 6,666 years. Last year the Company mined 220,458 tons of coal, of which they converted 114,063 tons into coke in their own ovens, and the balance 106,395 tons, was disposed of as merchantable coal. Their payroll alone for one year was over \$400,000, and a still larger sum was expended on new coke ovens and on development work. But these operations

are small compared with projects for the immediate future. The president announces that there is \$830,000 in the Company's treasury, to be immediately expended on enlarging the scope of their operations. Of this amount \$540,000 will be expended on the construction of 720 coke ovens, which will increase the coke-producing capacity from 450 tons, as at present, to 1,500 tons per day.

Coke is the form in which coal is used for smelting minerals from the ores, and

**A Market  
must be found.**

this contemplated output will be obliged to force its way into the American market, where it will meet competition from existing sources of supply. A market is the first essential of every industrial development, and to secure an opening for this limitless store of fuel it is proposed to build a line direct from the coal fields to the American boundary, where it will meet with a spur from the Great Northern. This railway itself will be a large consumer of Canadian coal, its supply being now gathered from the east and west. It will also bring the Canadian mines in close connection with the great smelting enterprises of the adjacent mining States. Canada will be able to enter and possess this market if her enterprises are not obstructed, and it is to be hoped that no obstacle will be thrown in the way of this magnificent enterprise. Men come forward to embark in a splendid project for mineral development, and ask neither bonus, subsidy, nor favor. All they want is a chance to fight their competitors on equal terms for the great markets of the

mining States, and we should stand out of their way and wish them God-speed.



*TORONTO GLOBE.*

With the unfortunate example of the Canadian Pacific Railway bargain before us, Parliament should be able to avoid similar mistakes in dealing with Mr. Hill and his railway projects. No valid reason exists for refusing his Company permission to build some fifty miles of railway in Canadian territory at his own expense. With the possible exception of China, no nation has ever gone to such a length in extreme protection. We have put many obstacles in the way of imports and a few in the way of exports, but to prevent the construction of roads to the boundary would be a policy of isolation which the Canadian people will never countenance. In fact, such roads will afford relief from the railway monopoly already dominant in British Columbia, and that is the secret of the great part of the opposition developing against the proposed Great Northern connection.



*TORONTO WORLD.*

The public is now in a position to pass judgment on the railway fight that is being so hotly waged between the Crow's Nest Coal Company and the C. P. R. The other day we had a statement of the case from Senator Cox, the president of the Coal Company. Yesterday the C. P. R. presented its side to the people, through the amendment moved by Mr. C. W. Band, at the meeting of the Railway and Trans-

portation Committee of the Board of Trade. The C. P. R. really hasn't a leg to stand on. The arguments urged by Mr. Band on behalf of the C. P. R. are as weak as dish-water, and his facts, moreover, have the fatal weakness of being untrue. Mr. Band tells us in effect that the proposed railway to the United States boundary should not be allowed, because we cannot produce coal and coke rapidly enough to supply the wants of the mining industries of British Columbia alone, to say nothing of the United States. This argument is ridiculous. With such vast beds of coal to work upon, it would be no difficult task to supply coke and coal for the whole country west of the Rocky Mountains, both the United States and Canada included.

If we have the coal and the market for it, we may safely leave it to the owners of the coal fields to satisfy the demand. Their own self-interest will incite the members of the Crow's

**We have a  
Boundless  
Supply.**

Nest Pass Coal Company to develop their property, and make the most out of it. The mining of coal is a simple matter. It is merely a question of capital and men, both of which the Company can secure in unlimited quantities. The use of this argument that the Company will not be able to supply the demand shows how absurdly weak the case that the C. P. R. desires to present to the people really is. Mr. Band cites another argument against the proposed railway, the fact that "American interests have a direct controlling interest in the property of the Crow's Nest Pass Coal Company." Senator Cox and Mr.

Elias Rogers have explicitly denied the statement that United States capitalists controlled the Crow's Nest property. Canadians hold nearly all the stock, and the management is altogether in the hands of Canadians. If the C. P. R. cannot make out a better case than that presented yesterday by Mr. Band they may as well abandon their opposition to the project altogether.



*TORONTO TELEGRAM.*

Every individual organ of influence which the C. P. R. commands is up in arms against the suggestion that J. J. Hill should be permitted to build at his own expense a railway to the Crow's Nest Pass coal fields. These organs and influences are also quite willing that Mackenzie and Mann should be permitted to build all the mileage of railway which the country is prepared to pay for. It is passing strange that the C. P. R. and its friends in the press and in Parliament should never lift a finger to thwart any large proposal for the benefit of Mackenzie & Mann, and that those forces should exert their utmost strength to defeat every small proposal for the benefit of Corbin, Hill, or any other railway builder.



*TORONTO STAR.*

The question is a simple one, whether a company shall be encouraged to operate on a large scale, and sell its products over the whole of the western part of the Continent, or whether by the refusal of the right to build for itself a railway to the

boundary it shall be compelled to operate on such a small scale that the present generation will receive very small advantage from the immense wealth of the Province, and the development of the country in this direction shall be retarded. Under this view it is inconceivable that there will be any objection to the consent of Parliament being granted to the Coal Company to build a line from their mines, over which to ship their products to the boundary. They propose to build it with their own money, and do not ask a dollar of public assistance.

If the Crow's Nest Company knew its business it would demand a subsidy of \$12,210 a mile for that road to the boundary. It would then look like an old and tried acquaintance.



*TORONTO WEEKLY SUN.*

Representatives of every Board of Trade in eastern British Columbia the other day passed a set of resolutions in favor of free trade in railways, that is to say, to permit railways to build into British Columbia from the United States. This following the Manitoba Railway bargain shows the west to be in revolt against Canada's time-honored railway policy. Though the Canadian Pacific Railway and commercial and manufacturing interests of Toronto and Montreal might for a time prevail it was always clear that sooner or later the young communities of the West would break their fetters. Though hard pressed by interested parties, the Dominion Parliament will scarcely refuse a second time to permit a railway to be built into British Col-

umbia from the United States without bonus, land grant, or public assistance of any kind.



*HAMILTON HERALD.*

Those who, in the interest of the C. P. R., are opposing the granting of a charter for the proposed railway from the Crow's Nest coal fields to the international boundary, base their opposition chiefly on the alleged danger to the Canadian smelting industry if the line were built. They suggest that the object of the promoters of the railway is to ship coal to the States, and if that were done, there would not be enough coal and coke to supply the domestic demand; hence British Columbia interests would suffer.

It is doubtful if any of those who raise this objection believe that it is a valid one. Weak as it is, it is the most plausible one that can at present be thought of. Even if there were danger of a temporary shortage in the British Columbia coal supply, that would not be a good reason for withholding a charter for a railway for which not a cent of public money nor an acre of public land is asked. The railway would be a good thing in itself. If by its construction the domestic coal supply were threatened, other means could be adopted to avert that danger.

But the cry about the danger to the British Columbia smelting interests is mere poppycock. If the facts and figures cited by President Cox, of the Crow's Nest Coal Company, at the annual meeting held a day or two ago, are

**A Ridiculous  
Fear.**

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.



**LONDON FREE PRESS.**

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

Pass district, a stock of coal that would furnish 10,000 tons every working day for 6,666 years.

The President (Hon. Geo. A. Cox) points out that the markets available at present will not justify the contemplated expenditure and development, and that it will be necessary to secure better access to the American market by the construction of the proposed railway line to the boundary. The position of the Company on this question is clearly set forth. That there are immense possibilities for coal and coke production is now beyond doubt. The requisite capital is in the Company's treasury, and the enterprise awaits only a more direct means of access to the only available market. This part of the President's address is worthy of careful consideration. With the Canadian public it is not a question of the interests of this or that Company or Corporation, but of the development of a railway policy. Canada requires the investment of capital in transportation projects as well as in the production of wealth from her mines, forests and fields, and nothing could be more injurious than a policy of obstruction.



*BRANTFORD EXPOSITOR.*

Evidently public opinion in British Columbia is rapidly becoming consolidated and strengthened in favor of freedom of railway construction. So long as Canadian railways are not under Government control, the more independent lines there are the better for competition. The situation just now is that the Great Northern

Railway is seeking to extend into British Columbia, and that it will be dangerous to refuse it the privilege.

Those who oppose granting the desired charter are bound to show why British Columbia, above all the Provinces of the Dominion, should be denied independent access by rail to the United States. The Canadian Pacific, the Grand Trunk and the Canada Atlantic roads all run into the United States; the Michigan Central crosses part of Ontario; one of the New York lines runs a branch from Cornwall to Ottawa; the Northern Pacific has hundreds of miles of road in Manitoba; it is preposterous to deny to British Columbians the same freedom of outlet, especially as no financial aid is sought for the proposed line.



*KINGSTON WHIG.*

Canada is interested in the legislation which the Commons has in hand, and which affects the railways and their development of the west. So few realized what the wealth of the Crow's Nest Pass Coal Company is, that surprise was expressed at the statement of the President, that there are within the territory owned by the Company about twenty million tons of coal, and that the supply is, therefore, practically inexhaustible. The development of this wealth is necessarily slow because of the difficulty or expensiveness of transportation. The Company has over eight hundred men at work. It operates over three hundred ovens. The expenditure last year was about a million dollars.

The coal is made into coke, and it must find a convenient market in order to be salable. This market can be found across the line, with the aid of a connection with the Northern Pacific Railway, and it is this branch which Parliament will be asked to resist for patriotic reasons. The Coal Company cannot hope to reach the success it has in view and be dependent upon the C. P. R., with its limited service and high freight charges. It wants the wider expansion that will come of a new outlet for its coke, and a new tariff, which competition compels. If it gets what it wants the Company hopes to mine and convert into coke six thousand tons of coal daily, and this at the present value of \$2 per ton means the changing of our mineral product into circulating medium at the rate of over three million of dollars yearly.

The Government has hesitated about putting an export duty upon nickel, which is a precious metal and peculiar to Canada, a metal the Americans must have at any price. It cannot, then, object to a policy that will open up a trade in coke, which is not a Canadian article only, and an article that can increase in value by storage. The C. P. R. deserves every encouragement, as a Canadian highway, and coupled most directly with Canadian interests, but it cannot be allowed to hold up the men of energy and enterprise because it cannot have its way on any point. The battle between the great corporations should be settled, so far as parliament is concerned, in the interest of the people only.

*MONTREAL WITNESS.*

Nor do the public interests seem in any way involved in maintaining the monopoly of the Canadian Pacific in the Crow's Nest Pass Railway transportation business. It is not clear to us that the smelting in Canada can be hindered by the supply of the smelters of the United States with coke, which must be hauled further and must cost them more ultimately than the coke costs the Canadian smelters. \* \* \* \*

Nor do we see that it is in the public interests of the Dominion that the United States railways, industries or people should be refused supplies of Canadian coal.

**Exhaustless Stores.**

Canadian geological reports are the authority for the fact that there are 250,000 acres of coal lands, with seams aggregating 150 feet in thickness. The estimates of engineers place the quantity of coal within this area at twenty-five thousand millions of tons, which would admit of an output of five millions of tons annually for five thousand years. If, as Mr. Blakemore contends, the Canadian area is much larger than has been reported, then a larger output for a longer period could be calculated upon. If this is true, the deposit is practically inexhaustible. It seems to us that the more coal and coke we can supply to the United States the better it will be both for them and for ourselves. The more coal that is moved the cheaper will be the cost of mining it, and transporting it. The resources of British Columbia are increased by the royalty paid upon the increased output and the taxes of

the people by so much lightened. Canadians complain that their exports to the United States do not increase rapidly enough. This is unreasonable if we take every means possible to prevent our products from being exported there. Eastern Canada buys immense quantities of coal from the United States. Why should not Western Canada sell immense quantities to the United States if it is in a position to do so? We should like to see Canadian resources developed by Canadian and British capital, but in default of that the Dominion would be wronging itself, as well as the world, by playing the dog in the manger with its natural resources.