

Dear Sir,—I have read with much interest your notice of motion in connection with the rise in price of necessities, particularly in connection with the fuel question. May I, therefore, bring to your attention the action of the Canadian Manufacturers' Association in authorizing the appointment of a special committee, of which the writer is a member? This committee is to investigate the possibility of using Canadian coal for the whole of Canada.

There are several phases of this fuel situation which I am sure need not be brought to your attention. However, you will recall the experience Canada had during the middle and latter period of the war, but more especially would I draw your attention to the serious coal miners' strike in the United States last year, which at one time promised to create a more serious situation for Canada than during any part of the war period. The conditions were so grave that even the United States Government did not appear to be fully in control of the situation. The special feature in this strike was that Canada had nothing whatever to say in adjusting the strike one way or the other, but particularly was Ontario solely dependent upon that part of the United States affected by the strike for our supply of coal.

You will also have noticed on several occasions in the newspapers that a suggested threat was made since that time to retaliate provided Canada would not supply the United States to their satisfaction with pulp and paper. I will not go further into the whole situation other than to quote an extract from the "Industrial News Survey," published by the National Industrial Conference Board, 15 Beacon street, Boston, Mass., for week ending March 1, 1920:

"Wages and Hourse of Labour.—Anthracite miners' convention has voted to demand 60 per cent wage increase for contract miners and \$2 a day increase, six-hour day and five-day week, for day-workers; about 170,000 men are affected; present agreement dates from May, 1916, and expires March 31, 1920; supplemental agreements have adjusted wages to war conditions; operators are to meet March 9 to discuss a new agreement."

This will at once bring very forcibly before the Canadian people the further seriousness of depending upon the United States for supply of coal. I will now try to outline in short what our committee hopes to accomplish:

As you, no doubt, are well aware of the enormous coal resources in Western Canada, particularly in the province of Alberta, where it is stated that twelve per cent of the supply of the known coal of the world is in that province, and also that every kind of coal necessary for the fuel supply of our country is to be had, from any kind of domestic to any kind of steam coal, including the very finest coking coal in the world. Also Nova Scotia has a supply; of this area I am not at all familiar.

I suppose he means, "With this area I am not at all familiar."

The solution of our fuel situation would appear to the writer to be a matter of transportation, and the Government now owns two transcontinental railways.

I will enclose a copy of a resolution passed by the Edmonton Board of Trade at a special meeting held to deal with the coal situation. As a result of their co-operation with our committee in Toronto, this resolution will give you an outline of what I think is most practicable.

[Mr. Burnham.]

May I, in closing, offer you the co-operation of our committee in any scheme that will assist in this section of your motion, also may I ask in return your co-operation with us in our scheme. Thanking you in advance,

Yours very truly,

R. L. McIntyre.

The resolution referred to in the letter is as follows:

Report of Coal Section of Edmonton Board of Trade or Chamber of Commerce on the matter of Coal Production in Alberta for use in the Province of Ontario.

Inasmuch as the Canadian Manufacturers' Association from their head office in Toronto and Montreal are considering the advisability of seeking coal supply from Western Canada, and have appointed a committee to investigate the resources, development and qualities of coal in Western Canada; and the cost of transporting coal to the Province of Ontario giving as some of their reasons and objects, the following:—

1. Whereas Ontario is not possessed of any coal deposits, and is therefore dependent upon a supply of its fuel coming from a foreign country over which the Ontario consumers and the Government of Canada have no control; and,

Whereas the industrial life of Ontario is largely dependent upon the good will of the American people for its supply of coal; and,

Whereas there is always the possibility of the United States being so situated that its whole supply of coal might be required to insure its own protection; and

2. Whereas the Government railways in Canada, particularly the Canadian National, and the Grand Trunk Pacific which apparently the Government contemplates operating, are nearly faced with heavy deficits which arise through lack of sufficient traffic to assure a profitable conduct of their business; and

3. Whereas the Province of Alberta is possessed of unlimited quantities of all varieties of coal suitable for Ontario's needs; and,

4. Whereas Alberta is a large market for Ontario manufacturers, and that this market will best be maintained and consolidated through the correct methods of commerce being applied, namely, by selling to Ontario as well as buying from them; and

5. Whereas Canada is largely indebted to the United States through the development of our own resources and industries, with the result that the time seems to be approaching when we will only be able to purchase from the United States for cash.

Therefore, it is in the best interest of Canada that the Dominion Government, and the Government of the Province of Alberta should co-operate to help bring about the desired condition of making Canada independent of any foreign country in its fuel supply, and thus retain for the development of Canada the means of exchange which comes about through using our own coal, and thus stimulating every branch of industry through the good results which would follow, which may be summed up in a variety of ways:

First: Relieving Canada of a large portion of the annual deficit of the railways.

Second: The building up of an industry in the province of Alberta which would be a large consumer of Canadian made goods, and

Lastly: By having the foresight to assure a supply of fuel for all of Canada, so that in-