

an insufficient supply of fuel for domestic or industrial purposes. He should have authority also to inquire into all phases of the fuel situation and to select such experts as he may deem necessary to carry on the work entrusted to him.

2. That our water powers should be developed to the greatest possible extent in order to supply hydro-electric energy to industrial plants.

3. The electrification of railways located in districts which cannot be economically served by Canadian coal might solve the fuel difficulty there and is worthy the attention of the railways affected.

4. That the transportation of coal by water is an important factor in the cost of coal to the consumer and that, therefore, everything possible tending to reduce the cost of transportation by water should be done.

5. That people should be encouraged to use domestic coal, coke, peat and briquettes when obtainable, instead of imported anthracite.

6. That all consumers, and particularly domestic consumers, should be urged to purchase their coal in the early summer when transportation facilities are at their best for the distribution of coal and that transportation companies be asked to assist in accomplishing this end by granting a substantial reduction in freight rates at such seasons.

7. That Canadian coal operators be urged to produce and store at suitable points in Quebec, Ontario and Manitoba, large quantities of coal, with a view to the production or manufacture of coke for domestic fuel and as a substitute for imported anthracite and also for the production of the by-products thereof.

8. That a campaign of publicity be maintained for the purpose of educating the people of Canada to the need of using Canadian coal wherever possible to do so, and to inform them of the best methods of using the various fuels for both domestic and industrial purposes, in order to obtain the greatest possible efficiency and increase the demand for our national products.

Certain questions have been partially dealt with by your Committee, which in our opinion require further investigation, and among these, we may enumerate:—

Grading and inspection of coal at the mines;

Storage in the large cities of coal which can be delivered at the season of the year when freight cargoes on our railways are the lightest;

The economic use of fuel both in our homes and in industrial plants with the object of securing the greatest possible efficiency.

The distribution of cars for the purpose of coal transportation.

Such matters can well be further investigated by the officer previously suggested.

The future fuel supply of Canada is a great national problem and as such requires national action for its solution.

Your Committee begs to submit herewith for the information of the House a copy of the Evidence taken by it.

And we further recommend that the Evidence taken from day to day during the current session by the Special Committee appointed to consider the future Fuel Supply of Canada, be indexed and issued in pamphlet form to the number of 1,000 copies, and that rule 74, relating thereto, be suspended; and further, that the distribution of the said copies be and is assigned to the Clerk of the Committee, who is hereby instructed to cause them to be forwarded to educational institutions, public libraries, Boards of Trade, Boards of Commerce, and such other public bodies as may desire them.

*(For the Evidence accompanying this Report, see Appendix to Journals, No. 6.)*