

Hudson Bay Railway

take it. We want to sell that coal. There is a fuel problem before Canada that we cannot ignore. I have been told on good authority that this winter coal has been shipped 2,100 miles into Winnipeg, which is only 700 or 800 miles from our coal fields. Upon reference to a government map I find that the distance from Edmonton to Hudson bay is only about 800 miles, and from Port Nelson to the southern end of James bay is another 650 or 700 miles. According to the map the distance from this point to the National railway in Ontario south of James bay is 125 miles—I am taking the government maps for my measurement—and the total distance traversed by the time we reach Cochrane on the National line is 1,575 miles. At this point we commence to distribute coal both ways east and west on the National Railways. We also have government railways to carry it south to the bigger centres, and the railways could be getting traffic from the south as well to carry back west.

The hon. member for Bonaventure (Mr. Marcil) asked what the effect would be on the National Railways if we opened up this route. In my judgment we should be giving these railways more to do than they can possibly get if the route is left unopened. We should have increased settlement and production and should be able to supply our people with our own coal, so that we could retain in Canada about \$60,000,000 a year that we now send out of the country for this commodity. If it is possible to haul coal 2,100 miles to Winnipeg, I contend that it is possible for our National Railways to haul coal from Alberta to central Ontario for distribution from Cochrane. We want to supply our people with our own coal and to employ our own miners in bringing this coal to the surface. At present, however, we are dealing with a financial problem in connection with our coal supply which we must solve sooner or later, and it is the duty of this parliament to solve that problem. It seems to me that we should do everything in our power to keep this \$60,000,000 a year in our own country instead of sending it away to keep in employment the railwaymen and miners of another country. We can help to make our railways a success by hauling our own produce both ways. Now, we can ship coal from Port Nelson to the south end of James bay. Because the water is salt I am absolutely sure we can use that water route as long as we can ship on the waters of the Great Lakes, although probably there should be a greater emphasis on the facility of shipping grain, beef, pork and dairy products and lumber through Hudson Strait. I think that this route would be better than

[Mr. Warner.]

any other for the shipping of any perishable products such as meat, dairy products and whatever is produced in the mixed farming line.

Mr. MACLEAN (Halifax): What would be the probable cost of that coal delivered at points in central Ontario?

Mr. WARNER: I can give only an approximate estimate, but I believe it could be laid down at Cochrane at \$15 a ton, coming practically all the way over the National Railways.

Mr. MACLEAN (Halifax): If it were shipped to Port Nelson and then by water carriage on James bay, and thence by rail into Ontario, what would it cost then?

Mr. WARNER: I could not give any definite answer to that question. I believe, however, that we could lay the lignite and bituminous coal down in Ontario cheap enough for the people to use it. Scientists have told us that our anthracite coal in Alberta is practically equal to the best anthracite in Pennsylvania. I have, of course, only their statement for that; but we can see what possibilities there are. And when we reflect that our National Railways are not paying and that we have been sending out about \$60,000,000 for fuel, it seems to me that this House might give some consideration to this problem.

Mr. MACLEAN (Halifax): Suppose American coal could be landed at a given point in central Ontario at \$9 a ton, would my hon. friend be in favour of prohibiting the importation of that coal by means of a customs tariff?

Mr. WARNER: I am not aware that American coal can be laid down in central Ontario at \$9 a ton.

Mr. MACLEAN (Halifax): Well, say, \$13.99.

Mr. BUREAU: Including graft?

Mr. MACLEAN (Halifax): Suppose it could be got in at that figure, how would the hon. member exclude it?

Mr. WARNER: The best information I have leads me to believe that \$15 or \$16 is about the lowest you can buy good coal for in Ontario to-day. Now, all that we want is something that is reasonable. I would impress upon the House this fact, that it would be worth something to eastern Canada to have western Canada given a better transportation service. If we were enabled, through the production of more coal along with the rest of our products, to use more of the manufactured goods of the East, surely that is a