

by water. The return cargo can be made up of manufactured goods, fruit, meat, or whatever else the people along that route have to supply. The miners and steel workers of Nova Scotia would be delighted to obtain some of that excellent fruit which is produced in Ontario and for which, I understand, the market is not what it ought to be. It may be surprising to some to hear people from Nova Scotia speaking of getting food from anywhere else, as we have beautiful orchards and we raise large quantities of fruit in that province. That is quite so; but instead of the fruit that is raised in the Annapolis valley going to the eastern part of the province, it finds its way to the United States, only very little of it going to the eastern part of Nova Scotia. Therefore, a magnificent market is left open for fruit which could be cheaply carried from parts of Ontario to Cape Breton if we had navigation from the seacoast as I have stated. This is the point which I wish particularly to bring to the attention of the Government, namely, that we have coal in abundance, in almost inexhaustible supply, and of its kind as good as any coal that there is in the world, and the question is one of opening up a way by which we in the East can send our products to the far West as far as navigation is possible, and bring back to our province wheat, flour, meats, fruits and other products which a vessel could bring back after having carried a cargo of coal and steel to points in the West. We produce abundance of steel, and we are only, so to speak, picking up pebbles on the seacoast of what is forthcoming in Nova Scotia as regards the production of iron and steel. Millions of English capital are, I understand, about to be invested in those great industries, and it would be well that we be able to supply the raw material for the manufacture of farm implements and such other articles as require the use of iron and steel in their manufacture. We shall be able to furnish, of our own production within Canada and for our own people, those goods, if we have the proper facility for transportation as I have stated. The difficulty now is that by rail the distances are great, and the freight rates, although possibly reasonable, will, on account of the long distances, make the transportation of those goods prohibitive. My reason, therefore, for taking part in this discussion was to impress on the Government, and particularly on the Minister of Mines (Mr. Meighen), that the subject touched upon by the hon. member (Mr. Burnham) is far-reaching in its effect, and

[Mr. McKenzie.]

that the motion should not be passed as a perfunctory matter that has no bearing upon the development of this country and of our resources. I am very glad that the hon. member has brought this matter, even in this somewhat indefinite way, before the House. I do not quite agree with him that it is necessary to set any time apart for the discussion of the subject, because that would be almost like asking us to set a time apart to prove that two and two make four. The question is what will the Government do? How can public money be utilized in bringing about the condition which I have outlined and which everybody knows? The Department of Mines should and, I suppose, have information in regard to the available coal in the different provinces. I suppose it will be found in the report of that department how coal may be utilized, whether it is fit for domestic purposes, and the prices at which coal, providing there are proper facilities for bringing it to the points which I have mentioned, may be laid down at those points. Finally, I have in mind the necessity of this country being independent of any other country in the world in regard to fuel. We get a large quantity of fuel from across the line now, and we are neighbourly and good friends. But should anything happen by which troubles might arise and an embargo be placed upon fuel coming into Canada, we could be starved out or frozen out in less than ten days if we were entirely dependent upon that country and not equipped for the use of our own coal and not able to bring our own coal to the points where it is required. This is an important question, and this is the place and the time that hon. gentlemen should give such an important question due consideration.

Hon. ARTHUR MEIGHEN (Minister of the Interior): Mr. Speaker, the opening sentence of the resolution calls attention to the high cost of living and to the consequences thereof; but I observed, I am sorry to say only after the hon. member for Peterborough West (Mr. Burnham) had commenced his address, that the latter half emphasizes in particular the fuel situation in Canada and the need for a time being selected for its discussion in this House. The sources of fuel supply of this Dominion are indeed ample; they are prolific. Fuel, as at present consumed, consists mainly of coal; but coal is only one source of supply; oil is another; wood is another; peat is a fourth, and oil from our oil shale deposits may be said to be a fifth. I have