

but there is not available to private capital as much information as the Dominion Government has. Why should not the Government do some prospecting for oil and organize under competent geological men, say, two or three crews for each of the Western Provinces? According to the law of averages they should at least discover two or three major oil fields, which in time would employ thousands of men and supply Canada with her national needs in oil. If the \$85,000,000 sent out for oil products to-day could be spent in Canada in developing our own oil production, this in itself would take up a great number of the unemployed.

I read recently a book called "Oil Imperialism," by Louis Fisher. He shows the important part that oil has played in the affairs of nations throughout the world, from the days before the Great War until the present time. For many years the great statesmen of all countries have been aware of the importance of oil, and they have realized that the nations that properly look after their oil resources are the nations that will have a place in the sun. From every standpoint it seems that the Government should endeavour to organize the development of the oil industry in this country.

I would not recommend the Government to undertake work in any industry in which there is now overproduction, such as the coal industry. However, I do think that the rates for transportation from Western Canada and from the Maritimes could be made sufficiently low to enable Canadian coal to supply a much larger part of central Canada's needs. The late ex-Minister of Railways, Honourable Mr. Reid, made a statement in the Senate some years ago that as a result of inquiry into the cost of carrying coal from Alberta to Ontario he was satisfied it need not exceed \$5 per ton. If that rate were put into effect it would enable Western Canada to compete in the Eastern coal market for the supplying of at least 500,000 tons. On account of the soft nature of Alberta coal it has been difficult to develop a wider market in Ontario, but there are areas which could provide semi-anthracite coal of a fixed carbon content of over 80 per cent, which would compare in every way with the Pennsylvania coal now used in Ontario, and these areas might be developed if encouraged by the freight rate I have mentioned.

The Trade Commissioner of Alberta has supplied me with the following data, which I am sure will be interesting to the honourable members of this House. He says:

The position in regard to the matter, as I understand it, is briefly this. Test shipments of coal have been run for three or four years, and, while not reaching a very large volume, have been sufficient to demonstrate that a market is available in Ontario, providing the coal can be sold at a price competitive with fuels which are now enjoying the market. Dealers of course will not, nor could they be expected to, bend their efforts in a sale of Alberta coal unless by so doing they can enjoy the same measure of profit they now enjoy in the sale of American and other fuels.

The recent hearing by the Railway Board was for the purpose of determining if possible to what extent the railways were out-of-pocket in the movement on coal, without regard to overhead and those other expenses which are constant, whether the movement takes place or not. The Board, I understand, have not yet made their reports to the Government, and when they do I think it is the official opinion that it will be necessary to enact special legislation to make a rate of \$5, which is all the traffic will bear.

This memorandum is prepared with a view to showing the amount of additional employment to labour that would result from the movement of 500,000 tons of coal from Alberta to Ontario in a twelve-month period.

It should be realized that the total amount of coal imported into Ontario from foreign countries, for domestic use only, is two and a half million tons. It would be a comparatively easy matter to secure for Alberta five hundred thousand tons of this, providing a freight rate were secured of \$5 per ton.

With 500,000 tons of Alberta coal being moved to Ontario it would provide employment to railway men alone as follows:

Each moving train load of coal will give work to a crew of five, out of each of the 16 divisional points between Alberta and Ontario. In other words, it will provide 80 days' work.

Allowing for each train to be made up of sixty cars, each car holding 36 tons of coal, we find that each train will transport 2,160 tons. On this basis, in order to transport 500,000 tons, 250 trains would be required. As 80 days' work is provided by one train, 250 trains would provide 20,000 days' work.

The yard movement on these 250 trains would provide 8,000 additional days' work.

The car and locomotive repair work on the 250 trains would provide 3,000 additional days' work.

The fuel used by the locomotives on these 250 trips would amount to 190 tons per trip, a total of 47,500 tons. Alberta coal would be used for 50 per cent of this haul, which would mean an additional amount of Alberta coal used, of 23,750 tons. As each three tons of coal used provides work for one day for one man, we have a further 7,916 days' work.

These cars that come down with coal from Alberta have to be hauled westward again. The railway companies' statistics show that the expense of the return haul is 80 per cent of the cost of hauling the fully loaded train eastward. If, therefore, employment of 38,900 days was provided in the hauling of 500,000 tons of coal eastward to Ontario, employment to the amount of 31,120 days would be provided on the westward haul. The transportation of the 500,000 tons eastward and the return of the empty cars westward would, therefore, provide 70,020 days' work.