

The Georgian Bay Canal and Nova Scotia Coal

The deep waterway at the Sault has made possible westbound shipments of coal now reaching 10,000,000 tons a year.

The Georgian Bay Canal will open the way for shipments of Nova Scotia Coal which will in a few years aggregate millions of tons annually.

Coal formed 17.1% of the freight traffic of the Sault Canals in 1909.

The growth of the coal traffic on the Lakes is shown by the following figures:

	Tons
1880.....	170,501
1885.....	894,991
1890.....	2,176,925
1895.....	2,574,362
1900.....	4,486,977
1905.....	6,506,066
1909.....	9,940,026

the shipments in 1909 consisting of

	Tons
Bituminous Coal	8,527,639
Anthracite Coal	1,412,387

Large quantities of American bituminous coal are now imported into Ontario via the Great Lakes.

Canada's imports of coal in 1909 were as follows:—

	Tons
Bituminous	6,855,030
Anthracite	3,017,844
Total.....	9,872,924

almost all of which came to Ontario.

There is in Ontario, therefore, an existing market for approximately 7,000,000 tons of soft coal per annum, which is now supplied entirely from the United States.

If by construction of the Georgian Bay Canal part of this can be replaced by Canadian coal, the direct benefits will be many and important.

(1). Increased royalties on coal mined.

The coal trade lies at the basis of the prosperity of Nova Scotia. In 1908 there was derived from coal royalties, \$618,000, being more than one-third of the Provincial revenues.