

iciency of such cargoes. It is claimed by some that the Nova Scotian soft coal could not compete with the United States soft coal at western points, but it may be pointed out that it competes very successfully in the Province of Quebec, where 2,000,000 tons were used in 1910, and should, consequently, especially with a paternal government watching over it in the matter of tariff, compete just as successfully at all western points. A little more on the rate to Montreal from Nova Scotia coaling points would bring the coal to the upper lakes where approximately three million tons of United States soft coal was unloaded last year at Canadian ports. The manufacturing industries and transportation companies of Central Canada are at the present time absolutely dependent on the United States for their coal supplies. Would it not be a wise move to furnish the means, by a deep water channel to Canada's eastern coal area to minimize such dependence, for a great part of Canada's manufacturing life? For the benefit of those who believe that Nova Scotia coal will not, with the Georgian Bay canal in existence, be able to compete with United States coal at upper lake ports, I will quote from two pamphlets on "Canada's Cheap Coal, etc.", lately written and distributed by J. Lawrence-Hamilton, M.R.C.S., of England:

"It is stated that large wholesale consumers of coal in Manchester have now (Oct., 1912) to pay 10 shillings a ton wholesale even in large quantities, whilst it is claimed that Nova Scotia (an Atlantic Canadian Province) can put a superior class of coal at Manchester at a profit at an estimated price of 7s. 3d. a ton, or upwards of 25 per cent. cheaper than that from the local colliers near Manchester."

Another extract from the same pamphlet:

"Nova Scotia, an Atlantic Canadian Province, has recently offered to supply the South Metropolitan and the Gas Light and Coke Companies with Canadian coal at lower prices than these London companies are paying colliery owners in the United Kingdom."

And still another extract from the

same source as to the quantity available:

"The Atlantic Provinces of Nova Scotia and New Brunswick are estimated to contain at least 3,500,000,000 tons of bituminous coal."

Now, a few extracts of quantity of coal sold or used by Nova Scotia mine owners in 1908, 1909 and 1910 and value of same, as published by the Department of Mines of Canada. In 1908, 6,652,539 tons of a value of \$13,561,476. In 1909, 5,652,085 tons of a value of \$11,354,643, and in 1910, 6,431,142 tons of a value of \$12,919,705, or practically at an average of \$2.00 per ton. With such evidence is it not reasonable to believe that Nova Scotian coal can compete, with a deep and cheap waterway, at the upper lake ports with United States coal which is selling at approximately \$4.00 per ton, and to some customers as high as \$5.00 per ton?

At these ports is met the vast quantities of grain and flour destined for Eastern Canada and European points, and this class of freight is not spasmodic, although heaviest in early spring and late fall seasons, but flows eastward through the full summer season. The grain shipments of 1911 show that the following quantities of grain were shipped monthly, by water, during the season: March, 102,706 bushels; April, 5,859,478 bushels; May, 11,951,152 bushels; June, 4,923,895 bushels; July, 6,948,383 bushels; August, 9,006,335 bushels; September, 5,175,968 bushels; October, 16,403,321 bushels; November, 27,864,371 bushels; December, 6,513,258 bushels. So it can be seen that vessels in the coal trade could rely on return cargoes during all the season. Now, for the sake of argument, we will suppose that the Nova Scotian coal cannot compete on the upper lakes with the United States product and thus cannot furnish the return cargo which those who are antagonistic to the Georgian Bay canal claim is essential to its success. It is quite possible they may be wrong, but even if right in their contention, it is not a sufficient reason for preventing the construction of the canal, for it is a canal which will allow wheat to be delivered at Montreal, on a one-way cargo basis from Port Arthur and Fort William (also Chicago and Du-