

Humanity is of that kind; we are all the same. But public opinion as one great speaker remarked, is a universal brake.

While we individually in our own affairs are only too anxious to do what we can for ourselves, and would even stretch the matter too far, there are others who will not suffer that condition of things. It is, therefore, when the whole mass of the people come together and work together that the desired and proper level is attained. That is what public opinion, which is public thought, means; that is what public effort really means. These two things together are the greatest safeguard that we have so far as human endeavour is concerned.

I think that I have said enough to indicate the great necessity that there is for the consideration of this question at the present time and to indicate that in my humble opinion it is essential to the continuation of order and good government that we reconcile the earning power of the people with the amounts that they have to pay for the necessities of life. There can be nothing but danger ahead if we do not. I know the people well enough to be able to say that if the logical and reasonable request which they make can from time to time be satisfied in a sensible and absolutely fair way, the people will rest content; they will go about their business; they will be a happy and industrious people. But if we fail to measure up to the standards which we set for ourselves,—that self-contained ways of doing things; in the last analysis, that selfish way of doing things—we can only expect that the people at large will learn their lesson from us, and just as the prohibitionist who uses force may expect in the end to have force used against him, so we may expect that the mass of the people will take these matters in their own hands, and that those who fail to read the signs of the times will wake up some fine morning to find that the times have got ahead of them.

Mr. D. D. MCKENZIE (Cape Breton North and Victoria): Mr. Speaker, the question which the hon. member (Mr. Burnham) has dealt with so ably is one to which more importance, perhaps, should be attached than we have been in the habit of giving it. The hon. member has dealt with the question of fuel as bearing upon the cost of supplying the needs of the ordinary household. In the country from which I come we have an abundance of splendid fuel. In Ontario and perhaps further West there are thousands of people who have not readily available a

plentiful supply of good fuel. The coal which we have in Nova Scotia is soft or bituminous coal. A great many of the people of this country do not want to use this coal; they desire the more luxurious article,—anthracite or hard coal. I suppose that hard coal may be used more conveniently than soft coal, and perhaps it is cleaner and less productive of dust and smoke. Well, I like a comfortable home as well as anybody, and I have been burning bituminous Nova Scotia coal in my house for the last thirty years, with the exception of one or two years when I used a few tons of hard coal. What I regard as good enough for my home would be fairly good, I think, for the average home in this country. Of course, in many cities and larger centres of Canada the houses are not equipped for the burning of soft coal, the furnaces being constructed to burn hard coal. It is worth while considering the advisability of having these furnaces changed and of installing furnaces which will burn soft coal. Thousands of people who have no furnaces depend upon the ordinary stove and the ordinary grate. For people of that class no fuel is more satisfactory than the good coal which we in Nova Scotia are able to produce.

Of course, it is all very well for me to talk about the people of Port Arthur and other places that are far from Nova Scotia using our bituminous coal; the question for the consumer is: Can I, at reasonable cost, get that coal delivered at my residence? The question, therefore, is largely one of transportation. How are we to get the coal from Nova Scotia to these different parts of the country where it is most needed? I have several times spoken in the House upon this question. The member for East Lambton (Mr. J. E. Armstrong) brought the matter up in an indirect way last year or the year before and thus gave us an opportunity of discussing it. Now, the only way of getting the coal of Nova Scotia as far west as Port Arthur, the extreme western limit of our inland navigable waters, is by developing the St. Lawrence route. I suggest to the Government, and particularly to the Minister of Railways and Acting Minister of Public Works (Hon. J. D. Reid) and the Minister of Trade and Commerce that in my judgment nothing calls more urgently for the expenditure of public money than the opening of the St. Lawrence trade route between Port Arthur and the Atlantic seaboard, so that coal may be loaded on a vessel at Sydney, North Sydney, Pictou or Parrsboro and conveyed to Port Arthur, and, of course, intermediate points,