

ting that the control of coal should, for the time being, be placed in the hands of the Railway Commission.

When I made my motion last week I had first-hand information of a very serious nature, from coal merchants in this city and from manufacturers, and that information was supplemented by despatches in the press stating that the Toronto Gas Company, and the Montreal Gas Company were short of coal, and that the latter company was applying to the Public Utilities Commission of Quebec to obtain higher rates for gas because of the scarcity of coal. But since then I have been in New York, and I am glad that the right hon. gentleman has taken hold of this very serious question, because I found that even in New York city last week emergency committees were being appointed by various industries to cope with the very serious coal shortage which now exists in the United States, notwithstanding that it is a country where coal is produced in such abundance.

I am at one with the right hon. gentleman when he states that in view of the present situation, which is certain to be aggravated from year to year, the Government should encourage in the most practical manner the more extensive operation of our coal deposits and of our shale deposits,—in other words, that the substitutes for coal which exist in the West and in the East should be developed with a view to relieving the coal shortage. As was stated a few minutes ago the two great central provinces of Ontario and Quebec will be hit most severely by this coal shortage, I still believe, Mr. Chairman, that the Government should put more than three of its steamers on the route between the mines of Sydney and the chief distributing centres of Montreal and Quebec.

Undoubtedly it is only fitting and proper that the Railway Commission should make it its primary duty to prevent a coal famine during next winter. I do not wish to be panicky but from the information I have gathered in the United States from special reviews dealing with the situation, there can be no doubt that it is a very serious matter so far as this country is concerned. That only emphasizes this feature, which I mentioned in another debate: we surely should not be entirely dependent on our great neighbour to the South for our coal supplies. As has been stated by the right hon. gentleman, we have vast coal deposits and other fuel resources in abundance, and it requires only well directed effort on the part of our Government and

[Mr. Lemieux.]

our people to become practically independent of our neighbours to the South. But it will take many years before we are able to develop our own fuel resources to the point that we shall be completely independent.

I am proud to know that during the war the United States treated Canada in a very fair manner as regards the coal supply that was needed for domestic and industrial purposes, and I am quite sure that if that feeling of amity between the two countries is cultivated we shall never regret it, because both countries should learn to give and take in matters of trade. We need the hard coal of Pennsylvania for Ontario and Quebec, and the United States require our pulp-wood for their paper industry. Therefore a policy of give-and-take should be cultivated by both countries, and I am confident that no one to-day, in view of the very serious coal situation which threatens us, would go into the byways of Ontario and Quebec and repeat the old slogan: No truck and no trade with Uncle Sam.

Sir SAM HUGHES: I do not know that I heartily concur in the proposal to refer this matter to the Railway Commission. Personally, I think we would get much better satisfaction were we to ask Mr. Hanna, of the Canadian National Railways, Mr. Kelly, of the Grand Trunk, and Mr. Beatty, of the Canadian Pacific Railway, to get together and organize adequate transportation facilities for the haulage of the coal from the United States to Ontario and Quebec. I rise, however, to once more emphasize the fact that we have within our own domain ample coal resources for all our needs, if we would only properly develop them. Moreover, in the matter of car shortage, if the Western American roads were encouraged to develop the Crowsnest coal deposits, they could relieve the car shortage to a very great extent. The Chicago, Milwaukee and St. Paul, the Northwestern and other United States roads run close to our border, and if we encouraged those roads to come into the Crowsnest Pass region and open up coal mines there—and we have in our semi-anthracite deposits there some of the very finest steam coal in the world—I am satisfied the car shortage would be relieved, due to the removal of the long haul handicap from the American central coal fields to western points. We can also, as I pointed out on other occasions, by establishing routes from our coal mines in the Rocky mountains to the East, place our western coal to the utmost limits of On-