

west they prefer the Canadian National, especially their dining cars. Of course, when one dines at the public trough, one may well expect to get a steak that is large enough for two persons.

Now, speaking seriously, I should like to refer to a large concern in which more than \$100,000,000 has been invested. In 1893 the Dominion Coal Company were organized, and six years later the Dominion Iron & Steel Company, perhaps the biggest concern in Canada outside of the two railways. When the Dominion Coal Company were organized, they merged some small companies; but they found that they had to provide work for the miners in the winter time, as their families had to be fed for 365 days in the year. From altruistic motives, in order to supply those men with work, they created what was called the Dominion Iron & Steel Company, so that coal could be extracted from the ground during the winter and used in making iron and steel.

Some people might ask whether coal could not be extracted from the ground and brought up to where it might be shipped; but the railway rates between Cape Breton and Montreal, where the coal was to be used, were prohibitive. The question might then be raised whether coal could not be piled up and kept at the mines to be shipped during the summer; but those who are acquainted with coal mines know that if a large pile of coal is made, the wind, rain, snow and sleet, and especially the melting of snow and exposure to the weather, will ruin it. If coal is allowed to stand too long it will become absolutely unsaleable.

Winter work had to be provided at the mines in order to keep the families the year round. This was done by making iron and steel. Three tons of coal are required to make a ton of iron, and four tons of coal to make a ton of steel; thus 80 per cent of the labour in making iron and steel is coal handling. Coal is thus the paramount element. In the United States ore is brought from the Mesaba Range, on Lake Superior, down to Pittsburgh, a distance of over 1,200 miles, so that it may be utilized by being turned into iron and steel where the coal fields are. In Canada the ore comes from Newfoundland, and the Wabana ore is taken to Sydney. No fewer than 90 steam freighters, with about 8,000 tons burthen, come from Germany every summer to carry the Wabana ore to the German coal fields. I must say that the business is not very profitable for the company owning those ore lands, which are three or four miles under the sea, and a person at Wabana has to travel three or four

miles under the ocean before he can get at the face where the mining is done.

The ore at Wabana is good ore, carrying about 52 to 54 per cent of iron, and ever since the war some 700,000 tons annually are carried over to Germany in those 90 steamers, which are loaded so quickly that if a person stood on the wharf he could actually see the rivets on the side of the ship sink below the water-line, because such immense masses of ore are poured into those steamers. We all realize that work for the miners is required, and the only way to give them work is to extract coal during the winter; and the only way that slack coal can be used is in making iron.

Honourable gentlemen have often heard of the Duncan Report, but there were really two Duncan reports, the first one being by a Royal Commission instituted by the Government of Nova Scotia, in which Hon. Mr. Rhodes was then Prime Minister. As honourable gentlemen know, royal commissions are usually appointed because of the idea that affairs are not being conducted in the public interest. Sir Andrew Rae Duncan was appointed Chairman of that Commission. He may not be very well known to members of this House, but the other two Commissioners are well known in Canada: Major Hume Cronyn, K.C., who was a distinguished member in another place, and certainly left his mark on the Parliament of which he was a member, was the second Commissioner, and the third was Rev. H. P. McPherson, rector of St. Francis Xavier College at Antigonish. They are both high-class men, and I have no reason to believe that Sir Andrew Duncan is not a very distinguished man. In the opinion of the present Government he certainly was, because they appointed him afterwards to make a report on the whole question of the Maritime Provinces. Unfortunately, not much has come from that report except a reduction in freight rates.

Now, what was the finding of that first Duncan Report. Honourable gentlemen must remember that that Commission was created by an unfriendly Government; but what do we see? Here is the report of those three gentlemen:

We formed the opinion that the policy pursued by the operators in planning and developing their coal operations generally is sound, and reflects much credit on their mining engineering department.

The people throughout this country have been told that the whole business was badly managed; but here is the Royal Commission, appointed by a hostile Government, and this is their finding.