	1913	1914	1915	1916	1917	1918
Fort William	41,630 3,641	91,758 16,954	136,435 29,347	152,873 12,884 15,440	179,815 8,101 20,680	214,380 43,715 22,477
Manitoba Saskatchewan.	46,092 340 601	36,785 298	56,587 174 224	45,296	50,911 91	25,856
Totals	92,394	145,960	222,767	227,444	259,742	307,805

TABLE III-COAL IMPORTS-BITUMINOUS SLACK, SUCH AS WILL PASS A 3-INCH SCREEN.

TABLE IV-COAL IMPORTS-BITUMINOUS ROUND AND RUN-OF-MINE, AND COAL N.O.P.

	1913	1914	1915	1916	1917	1918
Fort William	1,568,936 961,722	1,966,458 1,002,368	897,470 641,293	915,471 697,239	1,095,128 860,149 50 345	1,500,034 779,314
Manitoba Saskatchewan. Alberta	69,011 1,823 59	23,434 2,803 118	$46,898 \\ 460 \\ 499$	40,038 65,351 334 567	47,737 223 67	378,199 298 115
Totals	2,601,551	2,995,183	1,586,620	1,725,600	2,053,649	2,742,772

The coal brought up the Great lakes is carried as return freight in ships engaged in the ore-carrying trade. Owing to the higher wages paid the miners and higher transportation charges, industries in Canada dependent on United States coal are handicapped. The increase of prices will tend to increase the distribution of Canadian coal farther east and make possible the development of uses for inferior coal.

The most important users of imported coal are the railways and transportation companies.

RAILWAY FUEL

One of the most important factors in locomotive haulage is that of a suitable and economic fuel. The extent to which coal is thus used in Canada is shown by the following table:²

Year	Tons of coal	Cost
1912	7,783,736	\$24,160,823
1913 1914	9,263,984	28,420,353
1915	6,903,418	20,889,055
1916.	8,995,123	27,961,180
1917	10,130,799	52,630,430

¹Probably a considerable portion was all-rail coal via Emerson and Gretna, Man. ³Reilway Statistics. Department of Railways and Canals, 1918, p. xxx.

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