

8. FUEL CONTROL.

The chief functions of the Fuel Controller were, first, to stimulate coal production in Canada, secondly, to procure from the United States the normal supply of coal on which Central Canada to a great extent depends, and thirdly, to make an equitable distribution among the various provinces of whatever coal was available from production and importation.

The output of coal in the United States had been reduced by labour difficulties, and both the congestion of the railways and the increased requirements for coal in the United States made it difficult to obtain the adequate supplies for Canada. Comparatively little shortage, however, was felt in the Dominion owing to the close co-operation between the two countries in the matter of coal distribution.

The coal trade in Canada was operated under a license system. Prices from the mines to the retail dealer were controlled, and the authorities were empowered to direct the distribution of coal in certain cases, and to requisition coal in the hands of consumers in the event of an emergency justifying such action. The Fuel Controller was also empowered to deprive individual consumers of coal supplies where electrical energy could be made a practical substitute.

Each municipality was required to appoint a local fuel commissioner, who reported to provincial fuel administrators. These latter officers acted within their province as assistants to the Federal Fuel Controller.

9. TRANSPORTATION.

The transportation burdens due to the war rendered it necessary to depart from the usual practice by which railways in Canada were operated as single and inde-