

shipment of coal from Alberta to the east. I have a letter in my office now from one of the largest shippers out there asking where that rumour came from. Apparently they have heard nothing of it, and I do not think anybody else has. I do not know where the rumour started, because at the present time they are shipping Alberta coal to Ontario. In regard to the subventions, the hon. member will see that they are paid to the railways.

Mr. ILSLEY: They may be paid through the instrumentality of the operators. I have not the names here, but it would be the names of those shipping coal into central Canada.

Mr. CASTLEDEN: I understood the Dominion Steel and Coal got a certain amount.

Mr. ILSLEY: I have not the names of the recipients.

Mr. COLDWELL: In reply to the hon. member for Lanark (Mr. Soper) I may say that it was more than a rumour. That statement was made by the fuel controller to the hon. member for York South (Mr. Noseworthy). I should not have used the word "rumour" in regard to the statement that the shipment of western coal in all probability would stop at Winnipeg beginning early in September.

Mr. SOPER: The large shipping companies out there know nothing about it.

Item agreed to.

451. Royal Canadian mint, including the Dominion of Canada assay office—further amount required, \$166,289.

Mr. ILSLEY: In the near future a new form of 5-cent piece will be minted from a different metal, the object being to save nickel. The shape also will be different; instead of being circular it will be twelve-sided. Perhaps it would have been preferable to effect this change by an amendment to the Currency Act, and if there had been time we probably would have done that. This is a change rendered necessary by the shortage of nickel. It will be carried out under the provisions of the War Measures Act.

Mr. JACKMAN: Has the department considered whether this change in the shape of the five-cent piece will interfere with the telephone pay stations?

Mr. ILSLEY: That has been considered; they will not interfere with the operation of pay stations.

Item agreed to.

DEPARTMENT OF TRANSPORT

Administration of the Transport Act.

362. Board of transport commissioners for Canada—administration, maintenance and operation, \$280,060.

Mr. SOPER: It seems to me that this item should be paid by the railway companies and the steamship companies instead of by the people of Canada. The board of transport commissioners seem to work more for the railway and steamship companies than for the people. We have heard a lot about coal in the last few minutes. I shall just use that as an illustration. The rate on coal from Montreal to Smiths Falls is \$1.90 per ton, but the railways will bring coal to Smiths Falls, put it on other trains and ship it through to Toronto for \$1.50 per ton. This rate is charged because of the competition of the waterways. They will take coal to Smiths Falls, put it on a train the next morning, and haul it into Brockville for \$1.30 per ton. I maintain that the rate that should apply is the rate at which the railways can afford to move the traffic, rather than a competitive rate. We cannot all live along the St. Lawrence; some of us must live back in the country, and I do not see why we should be penalized. North Bay is practically the same distance from Montreal as Toronto, but the rate to North Bay is \$2.60 per ton as against \$1.50 per ton to Toronto. The hon. member for Peterborough West (Mr. Fraser) knows that the rate to his city is \$2.60 per ton as compared with the rate of \$1.50 per ton to the fine city of Toronto. I am using coal as an illustration, but the same variation applies all along the line.

Item agreed to.

Canals service.

375. Canals — Operation and maintenance, \$2,399,081.

Mr. NIXON: The Canadian ship canal at Sault Ste. Marie was not opened this year until eighteen days after the United States canal, and I understand that the delay caused a considerable hold-up in traffic. The first boat locked through on the American side on March 23, and the first boat entered the Canadian canal on April 9, eighteen days later. A reasonable estimate of the number of boats passing through the United States canal up to the time the Canadian canal opened on April 9 would be about six hundred. We all realize the necessity for utilizing all the shipping space that is available in these days, yet the days lost through the delay in opening the Canadian canal must represent a good many thousand tons of cargo. This condition existed not only this year but has obtained annually