

greater development of the Canadian industry will increase the ability of Canadian mines to meet any emergency calling for an extra supply. Ontario's monthly consumption is over 800,000 tons. There is probably never above 800,000 tons of Canadian coal in stock, and available for advance supply at any time. In three or four weeks, therefore, from the shutting off of the American supply we would face a disastrous coal famine in Ontario, which would close many of our factories and cripple transportation.

The gain in safety and stability of the industries of Ontario which would result from the development of a domestic fuel supply, which would at all times be subject to control by our own Government in the national interest is alone a matter of so great importance as to deserve the most careful consideration of both the Federal and Provincial Governments.

(6). Increase of Inter-Provincial commerce.

The natural line of development of Canada's commerce is between East and West. One of the most important elements in its prosperity is the creation of west-bound traffic, to furnish return cargoes for vessels bringing the products of the Northwest and other inland Provinces to the Atlantic sea-board.

"The coal industry of Nova Scotia, with the iron and steel industries which directly depend on it, furnish the chief exports from the province to other parts of Canada and are the foundation in turn of the large purchases made by Nova Scotia from the Western provinces. The volume of this traffic is unquestionably very great." The increase of Westbound shipments of coal to domestic markets opened up by the Georgian Bay Canal would in turn largely increase the purchases of the farm products and manufactures of Western Canada by Nova Scotia.

RETURN CARGOES.

86½% of the westbound traffic of the Sault Canals is American coal.

American coal forms four-fifths of the return cargoes of Canadian grain vessels from Fort William.

This fact in itself gives a great advantage on the Lakes to American vessels in securing an undue proportion of the carrying trade, and to American ports and routes in competing for the carriage of grain from the Canadian Northwest.

The greatest weakness of the present Welland