

cost about \$1,500,000 or \$2,000,000 to connect that mine with the railway. I understand that that deposit belongs to the Government, as last year the mining right was cancelled. The other deposit, which is owned by Messrs. P. Burns and Company, is located to the southwest of Calgary in the foothills of the Rocky mountains and is about 60 miles from a railway. Mr. Burns has been making every effort to construct a branch line of railway to his mine, a distance of about 60 miles at the nearest point. I think he has gone even so far as to apply for a charter, but he has found it difficult to finance the construction of that railway.

I wish merely to bring these matters to the attention of the Government. By tapping one of these fields of hard coal the Minister of Railways or the Government could do a great deal towards putting the Canadian National railways on a paying basis, especially if it were possible to fix a rate whereby that coal could be transported to the Prairie Provinces and to Ontario so that it might displace Pennsylvania coal.

As regards coal mines in Western Canada, the coal of which is of a semi-bituminous nature and which will store, the operators are most anxious to mine this coal and the dealers are anxious to store it. They have been asking that, during the summer months, June, July and possibly early in August when there is very little traffic originating on the prairies, the railway companies should make the concession of reducing the freight rates say \$1 a ton in order, in a measure, to offset the cost of carrying this coal in storage until it is required. I understand the matter came before the Railway Commission and this concession was refused. If the Government could do anything along this line, the storing of coal during the summer months would be encouraged.

Sir SAM HUGHES: For a number of years I have given considerable attention to the development of the coal industry in the West, and I have long since arrived at the conclusion that we can bring coal from the Rocky Mountains and land it at Liverpool and compete with English coal, especially at present prices. My policy would be to have a line, one already constructed or to be erected, controlled by the Government, from Crow's Nest Pass, another from the Kicking Horse Pass, another from the Brazeau coal deposits, another from the Yellowhead Pass, and another from the Smoky River district, traversing the country to the East. The

coal industry is a most important one; it is of vital importance to our people. Last winter, in two towns that I happened to be in in the West the people were cutting green poplar bushes to keep themselves in heat till they could get coal delivered to them, and when the coal was delivered they could only get a carload at a time to the large towns. From the eastern part of the Northwest region one of the three great transcontinental roads might be utilized. It should be chosen for practically a coal road. It should have a low grade, very powerful engines, and the cars should be constructed with roller bearings and should haul from 60 to 80 tons each. It would be quite feasible for one of these engines to haul across the continent from 6,000 to 7,000 tons of coal, which could be brought to Ontario and the far East. Similar plans should be made to develop the coal areas in the East, and it should be done on a systematic basis. I have had a good deal of experience of the coal mines in the West. The only anthracite coal I came across in the West was at Anthracite, referred to by my hon. friend from Saskatoon. The other kind of coal is termed semi-anthracite. Pat Burns' coal, which I have had analyzed, is semi-anthracite, so is the Crow's Nest coal, the Brazeau coal, and the Yellowhead Pass coal. So far as my experience of the coal from the Grande Prairie and Smoky River districts is concerned, it also is semi-anthracite, but of a very high grade. It would answer all the purposes of bituminous coal and would certainly make a very good heating coal, because we know that people all over the British Isles use soft coal for fuel, and we can do it here just as well. I give that just as an outline of a proper Government policy with regard to coal. First, it would develop the coal industry for the people in the great Northwest and keep the people there supplied with coal; secondly, it would enable us to get the coal down East and distribute it through Ontario and Quebec. The Maritime Provinces could be trusted to look after themselves, and to ship their coal as far West as they could. I would not have this run as a Government controlled institution entirely. I would have it controlled by the Government, but I would also give the owners of private mines the opportunity to have their coal hauled over the Government roads at the same rates, in order to bring about competition and keep down the prices, even from the Government. I would suggest that the utmost freedom be given to private owners