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Honourable :-

E. M. MacDonald, Esq., K.C., M.P., &c. &c. &c.
 Chairman Fuel Committee,
 House of Commons,
 Ottawa.

Dear Mr. MacDonald:-

I am glad to meet your request to submit for the information of your Fuel Committee, my views as to what seems to be needful to insure to the people of the Central portion of Canada an adequate supply of Coal from Canadian Mines transported on Canadian Railways and in Canadian ships:--

With regard to the transportation of Nova Scotia coal, I submit your Committee would be wise to call Mr. John R. McIsaac, the Manager of Transportation for the British Empire Steel and Coal Company as he had for many years the handling of Charter parties, on behalf of his several Coal Companies--and knows just what rates are commercially practicable for St. Lawrence River points.

With regard to Western Coal as an available supply for Ontario, the following mileage table shows what the handicap is: will

Canadian National Railways	All Rail
Coal spur to Edmonton	176 miles
" " Saskatoon	502 "
" " Winnipeg	975 "
" " Port Arthur	1413 "
" " Cochrane	1751 "
" " North Bay	2004 "
" " Toronto	2284 "

It is altogether likely, given proper facilities, at Port Arthur, for quick unloading of trains, and quick loading of steamers, with suitable quick dis-charging plants, at Port Colborne, Midland, Owen Sound, Port McNicol, &c. that it will prove more expeditious and less costly to transport 10,000 ton cargoes by water from Port Arthur to one or more of the above named ports. Midland or Port Arthur will best serve the Middle and Eastern portion of Ontario.

Windsor is also a centre that reaches a rich and wide consuming area. Sarnia, if provided with suitable plant for discharging, would also be a good centre. It must be borne in mind, that as the cost of adequate equipment for discharging plants is large so the multiplying of ports with adequate facilities must be limited, and only those should be equipped, as have already good railway facilities docks and yard room.

Assuming a distribution plant at Midland, the distance to Toronto is only 120 miles--Peterboro 116 miles, Belleville 179 miles, &c.

I recognize that the more the coal is handled the greater the breakage, but as we proceed it will be possible to judge whether the saving by rail and water, is sufficient to make up for any loss incidental to the re-handling from the car to the ship, from the ship to the car, and as the final discharge will be the same from the car, it only involves the two extra handlings.

MEEGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

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