

beside the names of nine persons. The hon. gentleman has counted these names and has counted the same telephone a great many times. He has counted local 361 nine times on one page in order to reach his total of 750.

Mr. SOPER: The hon. member for Bow River has made certain statements that are misleading. In Ontario we are informed from Nova Scotia that no coal is available this year. It has all been taken for transports. No Nova Scotia coal is being offered in Ontario, and, on the other hand, what the hon. gentleman says with regard to Alberta coal is not correct. He says that we can buy it at \$1.75 a ton, but the price is nearly twice that when the coal is cleaned and sized and ready to be shipped to Ontario; and if we do not buy the best coal procurable there will not be less than three tons of slack to the car after we have finished a car of Alberta coal. I do not think the hon. member should make such statements; they are very misleading to the rest of the house.

Mr. ROSS (St. Paul's): The minister informed me that the freight rate on coal from Alberta was \$8—that is, 40 cents a hundred. A car of soap going from Toronto to Vancouver carries a freight rate of \$1. Soap has a higher freight rate than coal, and it goes through the mountains. At the same time Alberta coal comes to Toronto at the rate of 40 cents a hundred. I do not like to talk about Toronto but it is the centre. It seems to me that is a high rate in comparison with the rate on the soap going through to Vancouver. I understand that the reason for the rate on soap is that it competes with a water borne freight, but we have many freight rates that meet in competition with water borne freight. This is an important matter. As the minister said, until we get the price of coal down to a competitive basis by reducing the freight rate or the price at the mine we cannot do anything. I wonder if they know exactly how much it does cost to take a trainload of coal to Toronto. Are there any figures indicating the cost, or is it an arbitrary figure fixed by the railways on the assumption of what the traffic will stand? This is most important from the standpoint of conserving Canadian exchange. One United States dollar conserved is worth a great deal to the country. I urge the minister to do all in his power in this regard and I am sure the people themselves will cooperate when they know the urgency of the matter. But certainly a lead will have to be given by the government. Of course, I am discussing only Alberta coal because I do not know much

[Mr. Ilsley.]

about Nova Scotia coal. I know nothing about its qualities. I imagine what I have said about Alberta coal applies also to Nova Scotia, although Nova Scotia coal can be used in Montreal while it cannot be used to the same extent in Toronto.

Mr. GILLIS: How are the subsidies paid? If Dominion Steel and Coal Corporation send a million tons of coal into Ontario, they file a statement; does the department accept that statement and make the payment? I am also informed that coal mined and marketed in Nova Scotia, hauled about twenty miles, receives the same subventions as coal hauled to Ontario. Is that possible?

Mr. CRERAR: There is no subvention paid on coal used in Nova Scotia at all.

Mr. GILLIS: Is the minister sure?

Mr. CRERAR: Quite.

Mr. GILLIS: I am not so sure.

Mr. HANSELL: I might point out to the committee and to the people of Canada that the subvention known as the subvention for the movement of coal is not paid to the coal companies. The coal miners themselves do not benefit directly through the payment of the subvention. The subvention is on the movement of coal, and is paid to railway and transportation companies. The only way by which the coal mining industry, employers or employed, benefits is indirectly through the subvention enabling the industry to compete in markets where otherwise it could not, and so selling that much more coal. Of course I consider that quite a benefit.

One hon. member a little while ago mentioned advertising. Is the department advertising Canadian coal at all either in Canada or abroad?

Mr. CRERAR: No; the department has expended no money in advertising Canadian coal in Canada or abroad.

Mr. HANSELL: There has, however, been a little advertising done. Not long ago, in the March issue of the magazine called *Liberty* there was an article entitled "Canada's Unwanted Wealth." This exhaustive article pleaded for the utilization by Canadians of our Canadian coal. Then in the April issue of *Maclean's* magazine there was an editorial under the caption, "A National Policy for Coal in Wartime." In addition there was in the *National Home Monthly* an article entitled "Patriotism and Coal". These articles in these three magazines would go into probably three-quarter of a million homes.