

## CONSUMPTION OF COAL IN CANADA.

Calendar Year.	Canadian Tons	Imported Tons	Total Tons.	Percentage Canadian.	Percentage Imported.	Consumption per Capita. Tons
1896 . . .	2,639,055	3,206,456	5,845,511	45.1	54.9	1.140
1897 . . .	2,799,977	3,124,485	5,924,462	47.3	52.7	1.143
1898 . . .	3,023,079	3,274,984	6,298,060	48.0	52.0	1.200
1899 . . .	3,634,882	4,092,364	7,727,243	47.0	53.0	1.154
1900 . . .	3,989,542	4,561,563	8,551,105	47.8	52.2	1.564
1901 . . .	4,912,664	4,810,213	9,722,877	50.5	49.5	1.810
1902 . . .	5,376,113	5,165,938	10,542,051	51.0	49.0	1.927
1903 . . .	6,005,735	5,494,870	11,500,605	52.2	47.8	2.055
1904 . . .	6,697,183	6,909,654	13,606,834	49.2	50.8	2.346
1905 . . .	7,032,664	7,343,880	14,376,544	48.9	51.1	2.396
1906 . . .	7,927,560	7,398,906	15,326,466	51.7	48.3	2.425

The consumption per capita, due to increasing industrial activity and growing scarcity of wood, has doubled in the last ten years and will undoubtedly continue to increase. The percentage of imported coal shows only a very slight falling off, due to the reason previously stated.

The principal fuel for a large percentage of the population is, however, still wood. The amount used is difficult to estimate, but assuming, in order to arrive at an approximate figure, that about half the population, or some three million people, use wood for fuel at an average of  $2\frac{1}{2}$  cords per capita, the total amount would be  $7\frac{1}{2}$  million cords. The cost of a cord of wood is at the present time on an average probably not less than \$2.00, and the fuel bill in such a case is some 15 million dollars.

The growing value of the forests for other purposes, such as for lumber, pulp and paper mills, adds another reason for the development of our peat resources, especially as peat for fuel purposes is fully comparable and even superior to wood.

Several attempts have been made in Canada to manufacture peat fuel, but in most cases the results have been financial failures, which have caused a certain distrust among capitalists and the general public in everything connected with peat and the utilization of the peat bogs. The cause of these failures has, in some cases at least, been due to lack of knowledge of the peculiar properties of peat and the attempts in most cases have never passed the experimental stage, very little peat fuel having been placed on the market. The importance of the fuel question is so evident, however, that every effort should be made to bring about a successful utilization of our peat bogs.

In several European countries peat fuel and other peat products have been manufactured on an economical basis for a long time and used both for domestic and industrial purposes. The writer was therefore commissioned to proceed to these countries to investigate and report on the processes and machinery used and collect such other information as would be of value for Canadian conditions.