

imported coal as a source of power in Ontario by electric energy derived from our water-powers. But for the work of this commission, many industrial plants in Ontario would have been hampered during the war, if not forced to shut down, for lack of power.

The economic solution of the railway fuel problem may be secured by the electrification of our railways which, for obvious reasons, would be undertaken step by step. So far as certain portions of the Prairie Provinces and Western Canada are concerned, the problem may be solved by the use of pulverized lignite or sub-bituminous coal, by the use of briquetted fuel made from lignite or bituminous coal, and by the increased use of our own bituminous coal, which is equal in every respect to that imported.

Consideration of this problem of importing coal requires that it be discussed under two headings, *viz.*: "Anthracite Coal" and "Bituminous Coal".

Anthracite Coal—This domestic fuel is a luxury, not a necessity; the higher grades of sub-bituminous and lignite coals can be used in its place, and have several advantages over hard coal. In 1918-19, for the first time, Winnipeg used western coal to a very considerable extent, and it gave good satisfaction, notwithstanding the fact that most people were not familiar with the manner in which it should be used.

Bituminous Coal—The imported bituminous coal is used largely for railway use, but a portion is also used for ordinary power purposes.

The value of the imports of coal into Fort William, Port Arthur, and Manitoba ports of entry amounts to from \$14,000,000 to \$18,000,000 annually. This figure represents actual money that goes out of the country. This money would otherwise be spent in developing Western Canadian industries.

That American coal is used to such an extent, particularly by the railways, is due to the fact that the United States coal is hauled from the lake ports to the western markets in cars which have been used for hauling grain. This, nevertheless, curtails the markets for Canadian coals. Transportation conditions on our railways during the winter months, from September 1st to February 1st, are not desirable, because, during that period, the railways have two superimposed peak loads, *viz.*, the grain haul from the west, and the coal haul from Canadian mines, which amounts to several millions of tons. The railways must, therefore, have double the rolling stock and equipment that would otherwise be necessary. In fact every year there is a scarcity of cars available for the movement of grain and coal.

The problem, which must be solved, therefore, is briefly this: How can Canadian coal be used in place of imported coal, without costing the consumer more, and at the same time solve the transportation problem? The answer to this problem and the putting of it into practice will mean twice the number of men employed in the coal mines in the west, and, at the same time, retaining in the country the large amount of money above mentioned.