

figures for the last five years, I find that during those five years, Ontario alone, imported from 85 per cent to 90 per cent of the total quantity of coal brought into Canada from the United States. It seems to me that we ought to endeavour as much as possible to encourage our own industries. Would it not be possible for us to use Nova Scotia coal instead of coal from the American side? Perhaps, my hon. friend the Minister of Customs (Hon. Wm. Paterson) if he were in his seat, would not altogether agree with me, because, as I understand, most of this coal is subject to an import duty of 53 cents per ton.

With regard to the contention that there would be no return cargoes, on this route I have looked up the coal question and would like to give the House some figures which I have been able to obtain. Coal, which is imported from the United States, is imported principally to operate railways, and supply industrial plants. Suppose, for some unforeseen reason, our coal supply from that source were cut off, we would be in a somewhat embarrassing position for this reason, that many of our industries are depending on United States coal and consequently would have to close down. Therefore, would it not be advisable for us to develop our own mines by using our own coal and thus give employment to our own people instead of to people on the other side of the line? Here are the figures of Nova Scotia coal productions:

Output of Nova Scotia coal mines for year ending September 30, 1907.

Production was 5,730,660 tons (2,240 pounds). Shipments, 5,046,690 tons (2,240 pounds), at \$2.25 per ton.

Of this amount 616,312 tons went to the United States (12.3 per cent) (2,240 pounds).

In 1867 import duty of \$1.25 per ton killed our (Nova Scotia) trade to United States, which dropped from 338,492 tons to 16,099 tons in 1893.

In 1894 duty was changed to 40 cents per ton for screened coal and 15 cents per ton for slack, the former being raised to 67 cents in 1897. Shipments increased until in 1903 they were 968,832 tons, chiefly slack entering under the low rate of 15 cents per ton.

Under the Taft tariff recently the duty was again lowered to 45 cents 1907 exports were 616,312 tons which shows a decrease of 350,000 tons compared with 1903. Of this amount nearly 500,000 tons were shipped by the Dominion Coal Company comprised largely of shipments to the Everett Gas Works of coal classed as culm or slack and paying only 15 cents per ton duty.

Under a proviso of the new tariff much, if not all, of this would now be subject to a duty of 45 cents per ton.

The falling off in the trade has been very marked lately and prospects are that on conclusion of existing contracts the amount exported will be very small.

Let us open a market in Ontario for Nova Scotia coal and patronize home industries.

Mr. G. V. WHITE.

For year ending September 30, 1907: 1,709,592 tons (2,240 pounds) or 33.87 per cent was shipped up the St. Lawrence to Quebec and Montreal.

If Georgian Bay canal was built coal could be shipped by steamer direct from the mines in Nova Scotia to Fort William, and such shipments could be the return cargo for vessels bringing down grain and other commodities.

I have here some figures from a reliable American coal firm with regard to the cost of American coal:

	Per ton.
Average cost of Pennsylvania and Ohio bituminous coal, screened 3-4 inches mesh., f.o.b. mine, per ton of 2,000 pounds.....	\$1 10
Railway freight to Lake Erie 70 cents to.....	88
Transfer.....	07
Lake freight to Fort William.....	30
For unloading, including interest on investment in equipment, &c., they allow.....	25
And for degradation due to handling..	15
To which must be added import duty of.	53

Making total cost from \$3.10 to... \$3 28

A recent government report, the report of the Department of Mines, for the year 1907-8, estimates the cost of coal f.o.b. Sydney at \$1.39 per long ton; say \$1.25 per 2,000 pounds. Now, a comparison of the time from the mine to Fort William by the two routes is as follows:

	Hours.
Average time of steamer, Sydney to Montreal.....	85
Average time of steamer, Montreal to Fort William via Georgian Bay canal..	100
Total.....	185

A lake freighter takes 65 hours from Erie to Fort William. At the same rate of compensation as on the lake the freight charge to Fort William should not exceed 85 cents to \$1 per ton. Nova Scotia coal should, therefore, be laid down in Fort William, irrespective of coal tolls, at a cost of \$2.50 to \$2.65 per ton, giving an actual advantage over American competition with the existing tariff. We have indication of this in the fact that for some years the Dominion Coal Company supplied coal to a railway company in Boston, Mass., at \$2.80 per ton against an import duty of 67 cents, giving a net price, \$2.13 per ton in Boston. Assuming that Nova Scotia should capture 25 per cent of the existing coal supply of Ontario or approximately 1,500,000 tons. In 5,000 ton barges this equals 300 cargoes, or two cargoes per day for five months of the year, each boat having a capacity of six trains of freight cars, each train being made up of twenty-eight 30-ton cars. The carriage of such a traffic would, in itself, require a fleet of thirty or more of these large vessels in constant operation during the season.