

dustries of Ontario would not at any time be in danger of competition, or otherwise, of having their factories closed through inability to obtain coal.

They suggest that the freight rates from any mine in Alberta to any point in Ontario should be equalized with the freight rate prevailing from the mines in the States to the point of consumption in Ontario. For example, if the freight rate from any mine in Pennsylvania to any point in Ontario is \$5.40 per ton, then the same freight rate should apply from any point in Alberta; in addition that the freight rate from Alberta might also bear the duties and exchange charge, which would go to help out the railways. In other words, the freight rate from Alberta to Ontario to be on an equality with all charges assessed against the American coal, and

Inasmuch as according to estimates carefully made and generally accepted, Alberta contains approximately one twelfth of the world's known supply; and that according to figures submitted by the Mines Branch of the Alberta Provincial Government, the mines of this province are now developed to produce approximately ten million tons of coal per year in the following tonnages: Anthracite, one hundred and fifty thousand tons; bituminous, four million tons; domestic coal, five million tons, and

Inasmuch as the development could and would be rapidly increased to meet enormous additional needs to almost any extent whatever in any or all of the three grades of coal available, and

Inasmuch as the operating of coal mines in Alberta up to and including the present time is hazardous and usually unprofitable as evidenced by the fact that approximately sixty coal mining companies cease to operate during each year on account of insufficient market, and, because the increase in market would enable the coal mine operators in Western Canada to make enormous increase in their development, insuring labour a more nearly constant employment, and at the same time reducing the cost of mining in this province, as well as stabilizing the industry generally. All of which would bring an enormous amount of money into Western Canada.

And for many other good and sufficient reasons too numerous to enumerate at this time be it therefore resolved that this Edmonton Board of Trade or Chamber of Commerce goes on record favouring a most thorough inquiry into the cost of transportation of coal in railway cars to Ontario, as well as by lake and rail; and pledging ourselves to assist the Canadian Manufacturers' Association in every way possible to secure necessary information to lay before our Federal Government on this matter with a view to enlarging the markets for Canadian coal in Canada, as well as benefiting Canada as a whole; and also be it resolved that this board through its organization pledges itself to endeavour to secure the co-operation of the Provincial Government in this endeavour, and that the president appoint a strong committee to present a copy of this resolution to the Premier of the province, and ask his assistance along all necessary lines in order that a definite conclusion may be arrived at; and every effort be put forth to secure the Ontario market for Alberta coal.

Respectfully submitted,

(Signed) C. G. SHELDON,  
Chairman Coal Section.

Edmonton, Alta., Feb. 14, 1920.

I think, Mr. Speaker, I am safe in saying that the foregoing is an excellent presentation of the whole situation in Canada, and of the possibilities in the future provided the railway situation can be accommodated to the requirements outlined in that report. It has been a source of grave anxiety to the Canadian people, but especially to the people of Ontario, that at any time they may find themselves in the appalling position of having no coal. They have very little wood (their alcoholic energy is as yet quite limited)—altogether insufficient for the supply of heat, and as a consequence, unless the coal situation is solved, we may encounter the severest difficulties at any moment. This would not only be a serious matter for the people from the domestic standpoint, but might result in the demoralization of our railway transportation, and Ontario might probably cease to be a fit place to live in, to say nothing of its continuing to be a manufacturing centre. This condition of affairs, Mr. Speaker, is by no means exaggerated. All those public bodies that have taken the matter into consideration—and I assure you Sir, that they are numerous—have come to the same conclusion; and private individuals who are interested in the questions of this kind are aware that what is here set out is perfectly correct. They realize that Ontario is in danger of a coal famine, and all the horrors incident to a fuel famine, and this is a disaster that may be imminent. It is therefore of prime necessity that we should consider this question in all its bearings now. Heretofore people simply threw up their hands, and impotently asked: "What are we going to do?"

Now, Mr. Speaker, there is offered by the Alberta people a very fair solution of the question with regard to coal, and I purpose also to introduce the matter of industrial alcohol, which, as I ventured to intimate the other day, has undoubtedly appealed to the eastern world, at any rate, as a source of all forms of energy including heat of course. Lest the people generally, who are so concerned in Ontario about alcohol, should step in the way and oppose any legislation having to do with that product, I wrote to the Prime Minister of the province at Toronto and asked him if we might consider the question of alcohol for Ontario. I live in Ontario and represent a constituency there; and whilst, of course, I am deeply concerned in the welfare of Canada and, for that matter, the world at large, still I am more particularly interested about the welfare of Ontario. The Prime Minister,