

After the war I believe a great effort should be made to use more Alberta coal in Ontario. We cannot get it now; I am told that every extra ton of coal being produced there is required in the west for use in the large military camps that have been established there, and that a good deal of it is being shipped to British Columbia and the other western provinces. I did manage to get quite a few tons this year, but I was told that it would be difficult if not impossible to get any more. In the past the dealers have had trouble with this type of coal owing to the fact that if it is laid out in piles exposed to the sun it will crack and disintegrate. After the war some consideration should be given to a government policy with respect to Alberta coal and the way it may be handled in Ontario. I do not see why the government itself could not, under its own programme, bring down half a million tons each year, instead of the 150,000 tons more or less that were brought to Ontario last year, and have it stored in proper buildings where the coal dealers could obtain it as required. The government might undertake the construction of the necessary sheds or buildings, either under a direct government programme or by government assistance, or whatever may be required to bring about the greater use of Alberta coal in Ontario. I believe that could be done if the local dealers could obtain that coal, not in a dusty, disintegrated condition, but in the good, hard condition of these pieces I have in my hand. When it is properly housed it will stand up as well as any other coal.

This is my last word, Mr. Chairman. I hope that whatever portion of these subventions is not required this year will be placed to one side, to be used after the war to encourage the use of Nova Scotia coal in Ontario, to the extent that it can be used, and the shipment of more coal from western Canada not only to Ontario but to Manitoba and other parts of western Canada.

Mr. MacINNIS: I have a question to ask the minister. If he has not the information he may send it to me later. How much has been spent in the last four or five years in subventions to coal companies operating in British Columbia?

Mr. ILSLEY: I will send the information to the hon. member.

Mr. GILLIS: I am tempted to rise at this time because of the statement of the hon. member for Davenport. The appropriation this year for coal subventions is exactly what it was last year. His statement that Nova Scotia could not supply the market it had supplied in

previous years is not correct. Nova Scotia can supply the market. The difficulty with which they have been confronted in the past few months particularly has been one of shipping, occasioned by war conditions.

There is another aspect of the question that should be considered. If the supply up the St. Lawrence river could be maintained, when a sufficient number of ships are available to take up the river the coal that can be mined, it would be necessary to increase the subventions, because prior to the outbreak of war there was no subvention on coal west of Montreal. Since the outbreak of the war all coal shipped up the St. Lawrence has been subsidized to the extent of \$1 a ton. That is because of the increase in war risk insurance. Subventions are being paid on that basis on shipped coal, whereas in the past it was only on coal going by rail west of Montreal.

The hon. member's statement that Nova Scotia cannot supply the market is not correct. I am led to believe, after discussion with the fuel control board, that they are overcoming the shipping difficulty, and if the plans they have in mind materialize, the time is not far distant when the full amount of coal formerly marketed in the Quebec and Ontario markets may be moved up in that direction.

One could make a long speech on this coal problem, but I shall not do so at this time, because I believe we have succeeded in placing this fuel problem where it belongs. The hon. member for Davenport served on the rehabilitation committee. The method of handling the fuel problem, both east and west, must be completely reorganized. The subject was before that committee on two occasions when members of the fuel control board were present. Arrangements are made to continue those discussions if and when the house meets again, and I believe that eventually the solution of the problem in connection with the coal industry of Canada will come from that committee.

I have spoken merely to point out that the suggestion that subventions should be reduced because they may not be needed is not a proper one. When the shipping problem is overcome the amount of coal normally moved from Nova Scotia to central Canada will again be moved.

Mr. MacNICOL: I should like to say one word; I cannot let that go.

Mr. COLDWELL: Last year and the year before when this matter was discussed I urged that the country adopt a national coal policy. The hon. member for Cape Breton South has just emphasized the necessity for such a policy. I have been disturbed, however, at rumours