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MEIGHEN PAPERS

SERIES 3

(M.G. 26, I, Volume 64)

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 64)

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036850

PAUL T. BRADY,
165 BROADWAY.
NEW YORK.

March 16, 1923.

Right Honorable Arthur Meighen,
House of Commons,
Ottawa, Canada.

My dear Mr.Meighen:

I have your letter of the 13th.

The problem confronting us all is one which requires careful study so that we can conserve the coal supply and utilize that which is going to waste every hour of the day. Canada is interested in this just as much as the United States because while it is very proper that you should develop and conserve your own resources, you would not see us suffer if our coal supply should run out and you had a supply. It is nothing but waste on the part of either Canada or the United States to let the water powers, which benefit no one, lie idle and go to waste as they are and suffer, as we have in the past year, by reason of labor, transportation and poor coal supply.

I assure you we feel that it is a question of cooperation and these natural resources can be developed on a fair and equitable basis.

With kind regards and hoping to see you soon, I am,

Yours very truly,

Paul T. Brady

Enclosure.

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036851

Coal

Ottawa, March 19, 1923.

Paul T. Brady, Esq.,
165 Broadway,
New York.

Dear Mr. Brady:

I have your letter of the 16th March and thank you for sending me the enclosures. I am anxious to receive all the information on this subject that is available.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

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036852 London Free Press Mch. 19/23

The Hoppe Coal Deal

Disturbing news comes from Ottawa of a raid being planned on an enormous scale upon the most important natural resource of Canada to-day, namely fuel. In Northern Alberta there is a coal deposit which is said to be fabulously wealthy. According to those who should know, it is the only deposit in Canada, yet located, of coal equal to the anthracite of Pennsylvania. Only tests on a large scale can show the extent of the field, but from the preliminary survey it is reported to be the greatest undeveloped coal land on the continent.

The mines were discovered by a German-American of the name of Hoppe shortly before the war, who staked out the property under the Dominion Mining Act. Interesting another German-American, Eisenberg, they planned development on a large scale and endeavored to induce the Canadian Northern to build a branch line 75 miles to the field. However, the war intervened and upset their plans. They were unable to pay the annual lease and Rt. Hon. Arthur Meighen, when he was minister of interior, canceled the rights with the idea of holding this valuable natural resource for the people of Canada.

Since the return of the new Government a company has taken over the claims of the original discoverers of the property and has applied to the Government for the right to appeal to the courts to see if their deeds do not still hold good. By order-in-council this right has been granted.

The Ottawa story goes that the syndicate, composed largely of Liberal politicians, is arranging to sell the rights for $3,000,000 to a British company. An Ottawa correspondent writes in regard to the alleged raid in the following strong language:

"The Klondyke mining scandals, the Transcontinental Railway debauch, or the Western timber limit alienations, are all minor exploitations compared to the coal area raid now well on the way to completion. Names mentioned in the corridors of Parliament as connected with this raid are not all confined to the Government party. While the Government is fathering legislation ostensibly to protect the public, a representative of the raiders sails on Saturday for England to conclude negotiations to hand over this property to a British syndicate for $3,000,000. The raiders know that the Government's "protective legislation" is a practical joke on Parliament. If this raid is not checked at least a dozen men will be rewarded for party service at the expense of the country, and all the West placed at the mercy of a huge coal octopus. It is the most daring attempt to secure control of an essential product ever proposed and likely to be perpetrated in Canada."

If he is right in his indictment, and this deal goes through, the King Government will soon find that the electors of this country are in no mood to allow an alienation of the most valuable and most vital natural resource the country possesses. The plea of Senator Pope in the Upper Chamber last week when discussing the question will be the echo of most Canadian citizens, Senator Pope said:

"This is not a coal mine; it is not a single vein; it is a great coal field. And I plead with you to see that it is not given away to any bundle of speculators, no matter who they may be. This is our coal; it is the future coal of this country. An area within a radius of 1,000 miles of that deposit includes the Pacific coast, California, the State of Washington, the Dakotas and the whole of the Canadian Northwest. That deposit is within 30 miles of being as near to the head waters of navigation as Pennsylvania; and, while we have trains lying idle from the time when the wheat has gone out, which is about now, until next autumn, it is useless to tell me that we, owning these national railroads, cannot afford to operate those trains, even at a loss so far as overhead is concerned, in order to furnish coal to keep the people of this country warm, and to keep our money in our own country. To trifle with this thing, to hesitate, is to be lost."

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936853

BILL TO PREVENT COURT ACTION BY HOPPE INTERESTS

Special Senate Committee on Coal Leases Says Legislation Will be Government Measure.

TANGLED HISTORY OF THE CONCESSION

Report Limits Indemnity for Isenberg Family to $100,000. Dr. Church Speaks.

Another chapter in the tangled history of the Hoppe Coal Lands of Alberta—said to be worth a hundred millions—is written in the report of a special committee of the senate tabled by Senator Beique, chairman, yesterday afternoon.

The report cites a draft bill to permit revocation of the fiat and thus prevent action in the courts to have the leases declared existant. "Your committee was informed by the minister of justice," adds the report, "that this bill will be forthwith introduced as a government measure."

The report further mentions a memo of agreement dated Nov. 1, 1922, between Murdoch and Dr. H. C. Church, of Ottawa, being an option for six months to Church to acquire for two million dollars all Murdoch's rights and privileges in the leases.

As indemnity to the Isenberg interests the report says it should not exceed $100,000.

The report briefly tells the story of the famous coal leases from the day in 1912 when they were granted to D. P. R. Isenberg. It tells among other things of the previous investigation by a senate committee, which in 1919 held an inquiry under the chairmanship of Senator Bradbury; of the cancellation of the leases by the Dominion government during the war on the ground of non-payment of rental; of the death of Isenberg; of the filing of a petition of right by his executors, the Hawaiian Trust Company and Bertha Isenberg, and of the issue of a fiat last October to enable the executors to take action in the Exchequer Court to have the leases declared still valid and existing.

It was the issue of the fiat which led to the present further inquiry, and a feature of the committee's proceedings was production of an agreement between the executors of the Isenberg estate and William Murdoch of Ottawa, under which all rights in the leases are transferred to the latter.

Improper Use Ministers' Names.

In regard to some sensational statements said to have been made during private hearings of the committee, the report has this to say:

"Your committee deems it proper to state that in trying to dispose of the leases in question Wm. Murdoch has very improperly and unwarrantedly made use of the names of ministers of the crown, of departmental officials and other persons, as was conclusively established before your committee.

"If," says the report further, "as your committee hopes and strongly urges upon the government, the fiat granted on October 9th, 1922, is withdrawn, and the above mentioned Petition of Right permanently stayed, the question may arise whether, under the special circumstances disclosed by the records of the department of the interior an indemnity should be granted to the Isenberg Estate. In the opinion of your committee such indemnity, if deemed advisable by the government to be paid (as to which your committee expresses no opinion) should be paid to nobody else but the Isenberg Estate, and should not exceed one hundred thousand dollars."

The nature of the agreement between the executors of the Isenberg Estate and Murdoch comes in for some special mention. The report quotes a letter from E. L. Newcombe, deputy minister of Justice, dated April 23, 1923, which comments on the agreement as follows:

"According to the narrative of the agreement, Mr. Murdoch had previously been acting as agent of the estate for the purpose of having the leases recognized or restored, and it is implied in the arrangement as concluded that Mr. Murdoch shall have the direction of the petition which was then afoot, although in the name of the estate, he assuming all costs and expenses, and to be indemnified out of the proceeds of the property if successful.

"In these circumstances the arrangement under which these proceedings are being carried on offends against the law respecting maintenance and champerty.

A Huckstering Agreement.

"It is obvious," adds Mr. Newcombe, "that the crown cannot very respectably continue voluntarily to be associated with the project of this action which, as it now transpires, has in view the re-establishment of the leases under the stipulations of a huckstering agreement.

"Certainly His Excellency would not have been advised to grant a fiat upon the petition if the facts disclosed by the agreement and Mr. Murdoch's testimony had been before the department when the petition was considered and therefore if there be power to revoke the fiat I would think this is a proper case for the exercise of the powers. The Petition of Right act, however, makes no provision, and so I venture to repeat the suggestion which I made to the committee that it would be advisable to provide generally for such cases by apt amendment of the Petition of Right act, and I submit herewith for consideration draft clauses which I have prepared to give effect to this suggestion."

Dr. H. C. Church, of Ottawa, whose name is mentioned above as having had a six months' option to acquire the property in question for two million dollars, said last night:

"In the first place the statement that Mr. Murdoch had improperly used the name of public men in connection with these leases is absolutely and completely wrong. I rather wish the committee would publish the evidence of Hon. Rodolphe Lemieux, speaker of the house of commons, in regard to the use of names and the public would then see what I say is absolutely confirmed.

"I am strongly of the opinion that the general public should have a general idea of this case. I question very strongly the honesty of purpose of some of these politicians who are now protesting so strongly about the good of the people. I think there are some exceedingly disappointed politicians.

"For one thing an attack has been made on us and the public has been led to believe that German interests are concerned in these leases. There are not, there never were, and there never will be any Germans concerned in the matter as long as the present interests hold control. Mr. Isenberg was an American and never had anything to do with Germany or the German government. He paid rental on the property of $130,000 and spent $120,000 in addition on the property. The rents were due yearly in advance. In one case after nine days, and after Mr. Isenberg had offered part payment which had been refused by the government, the government cancelled the lease, although there was a moratorium in effect in Canada at the time. Then others were allowed to locate the property four days after the cancellation of the lease. Some months later this lease was also cancelled and later the property was created a national reserve.

"Most people will agree," said Dr. Church, "that Canada does not need a national reserve in coal. As long as coal is kept in the ground it benefits no one. What people want is cheap coal and they want it now. As it is, the property is of use to no one.

"It took five months to get the fiat granted. If the government of Canada or anyone else refuses to to trust the courts, we might as well live in Soviet Russia and be done with it. All we ask is to get this whole matter before the courts of the country, but it is apparent that a determined effort is being made to prevent this. The government is not willing to let the courts decide if it has acted fairly. And when I speak of governments, I do not speak particularly of the present one but of all. Both sides have behaved badly. We want this matter delved to the bottom.

"The committee has done its best to insinuate that there has been political interference in the matter of these leases. Nothing is further from the act. Whatever we got we had to fight for, and fight for hard.

"We have," said Dr. Church in conclusion, "British capital all signed up—capital from what is probably the largest coal interests in Great Britain ready to develop these properties. But it appears such course would trample on some people's corns. The politicians are not interested in cheap coal."

TWENTY THOUSAND WORKERS AFFECTED

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036854

Norwich Municipal Coal Association,

Norwich, Ont.

March, 29th. 1923.

Right Hon. Arthur Meighen,

Honourable Sir,-

We the Officials and members of this Coal Association desire to express to you our heartfelt thanks for the stand you are taking with regard to the plank in the platform of "Burning only Canadian coal in Canada; for domestic purposes", Sir, the sentences you have used, show us unmistakable evidence of your ability as a Statesman in insisting that immediate plans be put in operation that will provide an abundance of coal for our own people from our own coal mines in Alberta. For, we too, are confident that the day has come when Canadians must use the principal of good citizenship by burning only Canadian coal from our own mines, and thus save the expenditure yearly of over $111.283.000 out of our country. This amount was used in purchasing coal in a foreign land in 1922. And, Sir, while we do not approve of unneeded expenditure, we do approve of the building of the road to the anthracite coal fields at the $4.000.000 the amount named by the Minister in the Commons. If it can supply the people with the kind and quantity of anthricite coal needed. As the amount named is 'four onehundred and elevenths of the foreign expenditure and this will promote the expenditure of our money in Canada.

We admire your view, and heartily coincide with the statement,"this is not the time for experminents" when the needs are not supplied. We thank you too, for mentioning the high freight rate.

Premit us to bring to your attention our plan forwarded to Sir H. W. Thornton acting Minister of Railways about the 17th. Jan (pardon) Honourable Sir if we suggest the propriety of your asking that this request of Jan 17th. of Norwich Municipal Coal Association be placed on the table, which we have reason to beleive can be used and will so reduce the high freight that good Alberta coal can be hauled to Ontario for $6.00 per ton or less.

Sir we are glad to note that in no part of the address did you approve of purchasing foreign coal. For this we also thank you. The suggested plan of this Association is,-

To use the National Railways in hauling good clean coal sifted nut coal such is offered at $3.00 a ton loaded on the car (or other varities accordingly) at $6.00 a ton freight, and hauled during the six or seven months when there is no grain to haul and consequently the railways are idle for want of traffic. By this method there will be no idle time in the year. The deficit is changed to a surplus. The price of the coal is used in our Country and no freight is paid on railways in another land.

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036855

And Canadians are employed in opening and developing Canadian mines. I am told our average loaded train is profitably hauled at the established price per mile which is $3.65 and adding one half of freight per mile we get $3.65 ÷ 183 = $5.48 which freight pays for hauling the empties back to starting point. And (distance) 2200 multipied by $5.48 = $12.056 freight paid on train. Same train composed of fifty cars each carring fifty tons = 2500 tons at $6.00 per ton will pay a freifht of $15.000 and thus a difference in favour of hauling coal by ton is what this Association is asking for.

Respectfully yours,

J. Macklem — President.

W. A. Branchflower — Vice-Pres.

J. P. Pegg — Sec'y-Treas.

Norwich

W. Donson, Druggist. Norwich, Ont

L. H. Walters

H. G. Roddy Baker & Grain Norwich Ont

Herb Wagar

W C Vigar

J. C. Kelly

C. H. Welsher

J. Wm. Desmarais

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CANADA

036856

Coal.

Ottawa, Ont. March 25th. 1923.

Dear Sir:

I appreciate very much the communication dated the 20th. March signed by yourself and other members of the Norwich Municipal Coal Association, and making reference to the stand I have taken on the question of the supplying of Canadian coal to Canadian people.

This subject, you may depend upon it, will have my earnest attention.

Yours very truly,

O. Macklem, Esq.,
President,
Norwich Municipal Coal Association,
NORWICH,
Ontario.

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036857

Honourable ;-
E. M. MacDonald, Esq., K.C., M.P., &c.&c.&c.
Chairman Fuel Committee,
House of Commons,
Ottawa.

Dear Mr. MacDonald;-

I am glad to meet your request to submit for the information of your Fuel Committee, my views as to what seems to be needful to insure to the people of the Central portion of Canada an adequate supply of Coal from Canadian Mines transported on Canadian Railways and in Canadian ships:--

With regard to the trabsportation of Nova Scotia coal, I submit, your Committee would be wise to call Mr. John R. McIsaac, the Manager of Transportation for the British Empire Steel and Coal Company as he had for many years the handling of Charter parties, on behalf of his several Coal Companies--and knows just what ~~rates~~ are commercially practicable for St. Lawrence River points. rates

With regard to Western Coal as an available supply for Ontario, the following mileage table show what the handicap is: will

Canadian National Railways	All Rail
Coal spur to Edmonton	176 miles
" " Saskatoon	502 "
" " Winnipeg	975 "
" " Port Arthur	1413 "
" " Cochrane	1751 "
" " North Bay	2004 "
" " Toronto	2284 "

It is altogether likely, given proper facilities, at Port Arthur, for quick unloading of trains, and quick loading of steamers, with suitable quick ~~discharg~~ discharging plants, at Port Colborne, Midland, Owen Sound, Port McNicol, &c, that it will prove more expeditious and less costly to transport 10,000 ton cargoes by water from Port Arthur to one or more of the above named ports. Midland ~~and~~ or Port Arthur will best serve the Middle and Easterly portion of Ontario.

Windsor is also a centre that reaches a rich and wide consuming area. Sarnia, if provided with suitable plant for discharging, would also be a good centre. It must be borne in mind, that as the cost of adequate equipment for discharging plants is large so the multiplying of ports with adequate facilities must be limited, and only those should be equipped, as have already good railway facilities docks and yard room.

Assuming a distribution plant at Midland, the distance to Toronto is only 120 miles--Peterboro 116 miles, Belleville 179 miles, &c.

I recognize that the more the coal is handled the greater the breakage, but as we proceed it will be possible to judge whether the saving by rail and water, is sufficient to make up for any loss incidental to the re-handling from the car to the ship, from the ship to the car, and as the final discharge will be the same from the car, it only involves the two extra handlings.

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036858

To begin with let us eliminate the "know it can't be done type", Let us also eliminate the traffic affairs who are making rates, predicated before using, small coal cars, box cars, old weak locomotives, with small train loads--or mixed train loads, with a few cars of coal to fill up the tonnage.

It is I think clear, that, the problem, is one, that demands that the equipment, from beginng to end shall be adequate to handle the tonnage at the lowest possible cost, but not at a price that the railway will suffer.

The appalling figures of our coal and coke imports show that it is well worth while to take steps to stop this drain on our earnings. In the four years 1919,20,21,22, we imported 75,381,359 tons of coal at a cost of $320,232,459.00. In addition, we imported 2,337,855 tons of coke at a cost of 18,558,468.00. Incidentally, had the tonnage of coke been made in Canada, the bye-products would have been worth not less than the cost of about 700,000 tons of coal. The average cost per ton of the coke was $8.29; the average cost per ton of coal, all grades and sizes, $4.25.

The average earnings per freight train mile on the Canadian National Railways for the year 1922 was $4.29; for the Canadian Pacific $5.41. As coal is in the low class, 10th class I understand, it ought to be satisfactory to the Railway Company, if permitted to earn its average rate on all train load coal.

Before giving any coal figures, as to what may reasonably be expected from our railways, it is necessary to show what is being done elsewhere. The Virginian Railway has very favorable grades in favor of the load, but not to any extent superior to the National Railways, C.N.R. and C.T.Pac. Freight cars for coal trade flat bottom Gondola cars, capacity 218,000 lbs.--963 in use--also smaller tonnage cars, Locomotive, largest size 10 of 2-10-10-2 type traction effort 147,200 lbs.- also 20 of 2-8-8-2,traction effort 101,500 lbs. Also smaller engines. The record was broken on Wednesday,May 5th,1921.On that day a train of 16,000 gross tons of coal,10,000 tons was hauled. The regular train loads are however 8,000 to 9,000 tons. The Norfolk and Western Railway is using 100 ton cars in solid trains and transporting coal very cheaply. To quote from a letter from Mr. Chas. E. Hix,Vice President of the Virginian Railway,dated Sept. 19th, 1921:

> "We have fourteen miles of .6 of 1% grade against the loaded movement over Alleghany Mountain. The maximum grade other than this in the direction of loaded traffic is .2 of 1%. We have two sections of 1 1/2% grade, one eight miles in length and one eleven miles in length, in the direction of the empty movement.
>
> The rate per ton per mile on coal is six mills, and the reason of the good earning power is because of the ability to handle the heaviest train haul of any railroad in the world.
>
> Yours truly,
> C. E. Hix, Vice Presidemt.

The maximum adverse grade on the National Railways, old Canadian Northern, C.T. Pacific - certain sections of the Grand Trunk is 4/10 of 1% - going west the maximum adverse grade is 6/10 of 1%.

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036859

Train loads, to be on a basis of 15 miles per hour - trainmen and enginemen can thus make 5,000 miles per month, which gives, on the whole, the most efficient operating for freight service.

I assume an average earning of $5.00 per train mile, loaded one way only, thus making a charge or earning for the Railway of $10.00 per train mile against its load of coal.

I assume that the equipment will be equal to that in use on its Virginian Railway -hence, 5,000 tons of coal per trip. The weight of the train will be approximately 8,000 tons - the coal per train on this basis will be;-

To Winnipeg	975	miles	$9,750.00	per ton	$1.95
To Port Arthur	1413	"	$14130.00	" "	2.83
To Cochrane	1751	"	$17510.00	" "	3.50
To North Bay	2004	"	$20040.00	" "	4.00
To Toronto	2284	"	$22840.00	" "	4.57

Provided adequate, quick unloading of cars into ships is provided at Port Arthue, and with similar equipment of Lake Ports, as before enumerated, the average cost per ton, should not exceed by water route an addition to Port Arthur, rate of $1.65 per ton, thus making freightage cost rail and water rate to such ports of $4.48. These water rates, once the business is under way as a reliable steady source will be materially reduced.

I understand the price of coal under the limited work now being done in Alberta, is at the mine head about $3.000 per gross ton. No doubt under a large demand the cost and selling price would drop to $2.00 per gross ton.

American Bituminous coal is now selling in car lots - retail at $8.50 per short ton. Coke of excellent quality at $10.50-Anthracite $16.50 to $19.00, and only in 1/2 tons or less deliveries.

If I am right in my calculations, and I can see no error in them, Alberta coal of the best quality can be sold at retail in Toronto, allowing $1.50 to cover profit and delivery locally at $9.00 per ton. $2.00 per ton at the mines will reduce the selling price in Toronto to $8.00, which can compete with Pennsylvannia coal as the markets now are.

I have the honor to be,

Yours faithfully,

(Sgd.) M. J. Butler,

Oakville, Ont.,
April 12th., 1923.

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Winnipeg Tribune May 9/23

036866

THE HOPPE COAL LANDS

The Senate committee which has been occupied for some weeks in uncovering the true facts respecting the leases of the Hoppe coal lands in Alberta, has issued a report which should give satisfaction to all those who do not want to see the natural resources of Canada bartered away to private speculators.

The story of the Hoppe leases reflects to some extent on the devious methods of speculators in general. In 1912 certain coal areas in Alberta were leased to two Germans named Hoppe and Isenburg. During the war the leases were cancelled owing to non-payment of fees, and the property was set aside as a crown reservation. Some time later it became known that the coal deposits on the land were of far greater value than had first been supposed. The attention of Canadian speculators, including, it has been openly stated, certain members of the senate and the House of Commons, became at once rivetted on the matter. Many attempts, it is claimed, were made to have the property quietly alienated from the crown and restored to the Hoppe people upon payment of back rentals on the understanding that the Hoppe people should sell out to a Canadian syndicate that was being formed to take over the property and dispose of it later to certain coal interests in Great Britain. As a result of this pressure the Dominion government last year, against the advice of its own department of justice, granted the Hoppe interests a fiat, that is, the right to enter action against the government, to secure the return of their leases on the payment of back rentals.

The whole matter aroused so much suspicion in the country, certain senators being openly named as involved, that the government felt called upon to appoint a senate committee to investigate the whole affair. This committee, which heard evidence in private, now recommends that the government should introduce a bill to revoke the fiat and thus check any further action towards the restoration of the leases to the Hoppe interests. Such a bill, it is understood, will shortly be introduced, and if passed, will mean that the so-called Hoppe coal lands, with their inexhaustible supplies will remain the property of the people of Canada.

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036861

CANADA

DOMINION FUEL BOARD

OTTAWA

30th May, 1923.

The Rt. Hon. Arthur Meighen, M.P.,
House of Commons,
Ottawa, Ont.

Dear Sir,-

I am enclosing for your perusal some interesting data as contained in the Interim Report of the Dominion Fuel Board.

This Report was laid on the table of the House by The Honourable Charles Stewart on Monday evening last.

Your obedient servant,

C. P. Hotchkiss

CPH:NP

Secretary

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036862

Ottawa, June 1st. 1923.

Dear Mr. Hotchkiss:

Many thanks indeed for the data on the Interim Report of the Dominion Fuel Board which you so kindly sent me under cover of your letter of the 30th. ultimo.

Yours very truly,

C. P. Hotchkiss, Esq..
Secretary,
Dominion Fuel Board,
Ottawa.

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I65-4-6-23--Con.

CHIMNEY CORNER COAL CO. . . . . 036863 . CHIMNEY CORNER, N.S.
S.J.Doucett:Manager
Inverness County.

Under date of February 2I,I92I we received the following by mail:"So far $20,000.has been invested in equipping this mine with "machinery and making slopes,bank heads,pockets,etc.,the following "are interested in the enterprise,andare shareholders.Dr.A.W.Chisholm, "William Duff,Senator Turrif,Ottawa,Mr.Pardee,M.P.andS.J.Doucet.
(Sgd) S.J.DOUCETT,Mgr."

The firm is composed of S.J.Doucett,and Dr.Chisholm of this county.They are understood to have some outside capital interested.

So far as learned have not registered partnership.They are operating an old mine at this place which has been idle for about thirty years,leasing the areas from McKenzie & Mann,Toronto,who are said to own them.They started mine operating in I9I8,but since that time have made very little progress.The Mines Reportfor the year ending September I920,which is the last issue to date,showed that they raised I,I45 tons although this has likely been increased the past year.They are believed to have invested about $I5,000. or more

Those connected are well spoken of.Dr.A.W.Chisholm is regarded as possessing means,and is the Local Member for Inverness County. William Duff belongs to Lunenburg,and is a member of Parliamentfor that county.Doucettwas formerly employed by the Inverness Railway & Coal Co Ltd. and is said capable.The mine is located about six miles from Margaree Harbour,and the coal is shipped from that place.So far as can be ascertained,they have been meeting obligations in a satisfactory manner but the guarantee of some of theseinterested is suggested in credit dealings of consequence.

56-35-5 . . . . . .-I-. . . . . .March 3,I922.

MICHAEL HALL, Series 2 (V.C. 7, I, 3 - 1)

PUBLIC ARCHIVES
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CANADA

COPY

036864

Montreal, June 19th, 1923

Honourable Charles Stewart,
Minister of Mines,
Ottawa

Re Welsh coal for Eastern Canada and Government Boats for Transportation

Dear Sir/—

I desire to acknowledge your esteemed favor of the 2nd of June, and in reply would say that I am well aware of the fact that the coal dealers of Montreal are taking advantage of the low price of Welsh coal, 40 shillings per ton laid down in Montreal as quoted me last fall, and have been buying t tens of thousands of tons, thereby insuring a more certain supply of fuel for the consumer than if depending entirely on American coal. But the question is this, is the consumer benefitting by the cheapness of the overseas coal, is he not paying the same price for the Welsh as for the American?

I do not wish to be too inquisitive, but would it be possible to obtain from the Fuel Board the various prices paid for American and Welsh coal which the dealers of Montreal and of other eastern points are paying?

What I think the Fuel Board is endeavoring to do is not only to insure to Canadians a fuel supply, but at the same time, to provide coal to the consumer at a lower figure, this especially in the interest of the poorer class who find the exhorbitant price a great drain on their small incomes.

It is my opinion that if the Go vernment wished to go thoroughly and sincerely into this matter, through their representatives, the Fuel Board, and set aside some of their vessels---which by the way do not seem to be paying expense of operation----for transportation, that coal could be purchased in large quantities in Wales and laid down in Montreal at a figure far below the present price of $16.25 per ton, and that they would be serving the people in a manner such as they could not do in many other lines of necessities that both rich and poor must have to preserve life.

It seems rather strange that with this means of a fuel supply at a reasonable cost, there should be such a strong effort made to bring soft coal from the West, here to Eastern Canada, which cannot be laid down, evidently, at anything like as low a figure as that of the Welsh coal. While we feel it our duty, as Canadians, to patronise home trade and our Canadian National Railway, where railway carriage is necessary, it does not seem fair to the people of the East npt to take advantage of the cheaper source of supply, and if the Government is going to give assistance at all in this matter, why not press for securing coal where it is the cheapest and at the same time within the Empire?

If I am wrong in my reasoning, please bear with me and set me right? But I have given this matter a good deal of attention, and I have come to the conclusion that if there are benefits for the public being overruled by the middleman, I for one would like to see steps taken to secure fair treatment for the people, even though it did mean less wealth in the pockets of the former through unfair profits.

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

D36865

Another phase of this same matter really should be adjusted, that is selling coal to the consumer according to merit or heat value. There is now practically but one price for coal, no matter how good or how poor it may be. Nothing else is sold in that way. Milk, for instance, has to come up to a certain standard. Last winter, a party I know, bought sixteen tons of coal, paying eighteen dollars per ton, and there was but one ton of good coal in the sixteen, but he was supposed to get sixteen because he had paid the price of good coal. When coal could be purchased at Six dollars per ton, it did not seem to be a matter of so much importance whether it was up to the proper standard or not, but now it has gone to such a high figure, people say they should get what they pay for, and they think there should be inspectors to see that people get fair play.

These are the points of my letter I wish to reiterate:--

Coal dealers are undoubtedly buying Welsh coal much lower than the American. The public are not aware of this and in consequence are submitting to a price set by the dealer which the purchase price of American coal would necessitate.

Would the Government not be justified in putting on a line of steamers to transport Welsh coal to Canada? Would it not be in the interest of the Government as well as the people of Western Canada to do so? Would it not be possible for the Government to contract for coal, transport it, turn it over to the dealers, allowing them a suitable profit in the price fixed at which it is to be retailed to the public?

Would it not be in the interest of the people of Eastern Canada to be supplied with coal from Wales rather than from the United States, or from our own Western Provinces?

Should there not be inspectors appointed to investigate the coal quality and see that the public get what they pay for?

I would be grateful if you would give these matters your kind consideration, and will appreciate hearing from you further.

Yours faithfully,

(Signed) W. Tees Curran

REICHEL PAPERS, Series 2 (P.A.C., I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036866

VICE-PRESIDENTS IN CANADA
GENERAL LORD BYNG OF VIMY., G.C.B., K.C.M.G., M.V.O.
RIGHT HON. SIR ROBERT L. BORDEN, G.C.M.G.
LORD SHAUGHNESSY, K.C.V.O.
HON. P. C. LARKIN.
HON. SIR GEORGE PERLEY, K.C.M.G.
SIR B. EDMUND WALKER, C.V.O., LL.D., D.C.L.
COLONEL GEORGE T. DENISON.

HONORARY ORGANIZING SECRETARY FOR THE PROVINCE OF QUEBEC
FREDERIC HAGUE, K.C.
43 PLACE D'ARMES HILL
MONTREAL
TELEPHONE, MAIN 30.

PRESIDENT
H.R.H. THE DUKE OF CONNAUGHT, K.G.

Royal Colonial Institute

SECRETARY—GEO. M. BOUGHEY, O.B.E.
LONDON, ENGLAND

HON. COR. SECRETARY FOR MONTREAL
W. TEES CURRAN, F.R.G.S.
TELEPHONE: MAIN 1714
" ROCKLAND 2433

120 ST. JAMES STREET
MONTREAL, June 20th, 1923

The Right Honourable Arthur Meighen,
House of Commons,
Ottawa

Dear Mr. Meighen/--

Through the Royal Colonial Institute in London, I was instrumental in getting the Welsh Collieries very much interested in sending coal to Canada, last year. In fact, I believe a copy of one of my letters was sent to nearly all the mine owners in Wales, and after mutual co-operation in the matter, one of the largest firms made me an offer of coal laid down in Canada at forty shillings per ton for a good quality of coal.

This year, as you likely know, the Welsh dealers sent representatives across to Canada and they evidently succeeded in taking large orders from some of our dealers, but I do not think these representative coal men saw any of the members of the Fuel Board, so that the business was confined to the coal dealers alone. This would be perfectly alright if the public were benefitting by the cheapness of the Welsh coal, but I believe they are being charged American rates, which of course is a great boon for the coal dealers.

I have had some correspondence with The Hon. Charles Stewart, but there seems to be a disposition to pass facts that I have brought to his attention, by, while at the same time the Fuel Board seems to be giving the impression that they are greatly concerned about our fuel supply and are even suggesting now to endeavor to lay down coal from the West here in Montreal. Why is not the Welsh supply exploited, why is it being kept in the background? It makes absolutely no difference to me, financially, but I do like to see the people get fair treatment, and I think when fuel is at such a high figure, it remains a matter of great importance and the Government should be willing to step in and do what they can for the people, even though it maynot be a help financially to, say, a dozen people or firms.

I have shown a copy of my last letter, to a friend and he at once suggested that you and Senator Foster should have a copy, so that I am enclosing copy herein. I will be glad, if there is anything you can do to ascertain information on the matter, that you will do so, and for which you will have my sincerest thanks.

Yours faithfully,

W. Tees Curran.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

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CANADA

036867

Ottawa, July 2, 1923.

W. Lees Curran, Esq.,
Royal Colonial Institute,
120 St. James St.,
Montreal.

Dear Mr. Curran:

I duly received your letter of the 20th June, but in the very great rush of the last few days of the session I could not overtake my correspondence. At any rate the Fuel Committee had ceased, I believe, before your letter had arrived. If you would kindly call my attention to this next session when a new fuel committee will probably be appointed, I will take the matter up personally with our representatives and see that real attention is given.

Next to developing our own coal mines, and using our own coal where it can be done in a practical business way, I believe in purchasing from Great Britain.

Yours very truly,

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036868

Ottawa, July 7, 1923.

Dr. E.F. Haanel,
Chief Engineer Fuel & Fuel Testing,
Mines Branch,
Ottawa.

Dear Dr. Haanel:

I am attaching to this copy of letter just received by Mr. Meighen from Dr. Dick Grant of Havana regarding the saw-dust briquette fuel which was submitted by Mr. Meighen to the Fuel Committee. I am also attaching copy of a cablegram which is evidently the result of the analyses referred to by Dr. Grant in his letter.

Mr. Meighen and several members of the Committee were very much impressed by Dr. Grantts claims, and as your report to the Committee would seem to be at variance with the opinions expressed in Havana, Mr. Meighen would like to have some word from you as to the possibility of a reconsideration of this fuel.

Will you please advise.

Yours faithfully,

Rex Crossdell
Private Secretary.

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HIGH GRADE HARD COAL
RED JACKET COAL
FIRST QUAL. STEAM COAL
SOLVAY COKE

All contracts subject to Strikes and Contingencies beyond Our Control

WILLIAM BUCHANAN

COAL, WOOD AND BUILDERS' SUPPLIES

PHONE 94—OFFICE AND YARD, MAITLAND ST. AND C. P. R.

036869

FACE BRICK
ROUGH TEXTURE
DRY PRESSED AND
IMPERVIOUS BRICK
RED CEDAR SHINGLES

LONDON, CANADA Dec. 4/23 19

Sir Arthur Meighen.
Portage,La.Prairie.
Man.

Honorable Sir,-

I enclose you a copy of a letter I sent to Sir,Henry Thornton.

I wish your best a ttention and do all in your power to get the coal down to Ontario.

We need the coal and Alberta needs the money.

Yours Truly.

WB/BE.

Wm Buchanan

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036870

HIGH GRADE HARD COAL
RED JACKET COAL
FIRST QUAL. STEAM COAL
SOLVAY COKE

All contracts subject to Strikes and Contingencies beyond Our Control

WILLIAM BUCHANAN

COAL, WOOD AND BUILDERS' SUPPLIES

FACE BRICK
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DRY PRESSED AND
IMPERVIOUS BRICK
RED CEDAR SHINGLES

PHONE 94—OFFICE AND YARD, MAITLAND ST. AND C. P. R.

LONDON, CANADA Dec. 4/23 19

Sir. Henry Thornton.
General Mana ger
Canadian National Railways
Montreal, P,Q.

Honorable Sir,-

If you can give me a freight rate of Seven Dollars per ton, on Alberta Domestic coal, I would agree and enter into a contract, and put up a twenty thousand dollar bond, with you or the Ontario Government, to pay freight and switching charges and demurrage, on fifty cars of Alberta coal per week, to be shipped to me at London, or perhaps 50% of it to Western Ontario points, and will agree to take this for twelve months from date of contract, and at any time you would wish to hold it up for a month of your busy season, I w ould excuse you for any short period.

I have alread y handled sixty cars of this coal and know I can sell it without any trouble, and if you wish I would prepay the freight on it, so your company would not have any risk or trouble.

I will further agree not to charge more than thirty cents per ton profit on any carloads that I sell wholesale.

Trusting this will meet with your approval and that I may have an early reply.

Yours Very Truly.

WB/BE.

W. Buchanan

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

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CANADA

D36871

Ottawa, Dec. 10, 1923.

William Buchanan, Esq.,
Maitland St.,
London, Ont.

Dear Sir:

In the absence of the Rt. Honorable Arthur Meighen, who is now in Western Canada, I am acknowledging receipt of yours of the 4th December enclosing copy of letter you have written to Sir Henry Thornton.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

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CANADA

036872

The Fuel Independence of Canada

A Vital National Problem

A RESOLUTION ADOPTED BY THE EDMONTON BOARD OF TRADE ON THE COAL SITUATION IN CANADA

WHEREAS Canada's imports of coal from the United States during the past five years have represented an average expenditure in a foreign country of $125,000,000 per year, being the combined cost of coal and freight charges to the Canadian boundary;

AND WHEREAS the Coal Commission of the United States has published definite warnings regarding the inadequacy of the hard coal supply in that country, and there have been frequent agitations there for an embargo on the export of coal to Canada;

AND WHEREAS the House of Commons and the Senate of Canada have had Committees investigating the future coal supply during the past three years and their findings remove any doubt as to the quality and quantity of Canadian fuel and the vital necessity of our being independent of American coal supply; also that the development of the Canadian coal resources is so far advanced that fifty per cent. of the coal importations could be immediately supplied by Canadian coal mines, and that these mines are now supplying the coal requirements of seven out of nine of the Provinces to the satisfaction of their residents;

AND WHEREAS the problem of transportation presents the only difficulty to the general use of Canadian coal in Canada;

AND WHEREAS the general use of Canadian coal in Canada would permit of the operation of the coal mines of this country on a full time instead of a half time basis, thus reducing materially the cost of production and providing steady employment for an increased number of workers in the mines and on the railways;

AND WHEREAS most of the coal resources in Canada are on the line of the Canadian National Railway System, and the general use of Canadian coal in Canada would provide much needed increase in traffic for that system, both directly in the additional quantity of coal marketed and indirectly in the various classes of merchandise that would be required for additional mining equipment and for the additional mine employees and their families;

AND WHEREAS the people of Ontario and Quebec are accustomed to storing their coal supply during the summer months, transportation of Canadian coal to these Provinces could be so timed that it would not need to interfere with the grain movements and would tend to equalize the railway traffic throughout the year;

AND WHEREAS this development of our own natural resources would create new wealth for this country, lessen the disturbance of exchange by retaining within its border at least $125,000,000 that is now sent to a foreign country each year, promote the interchange of various commodities between Eastern Canada and Western Canada, create a larger measure of national self-containment, and permit of the development of other industries in Canada without fear of reprisal through the withdrawal of so essential a commodity as coal;

THEREFORE BE IT RESOLVED that the Parliament of Canada be requested to take action at the coming session considering the question of coal supply as a national problem, and having regard to the various phases cited in the preambles to this resolution and particularly to the advisability of having the Canadian National Railways establish such rates from the coal mines of Eastern and Western Canada as will permit of the sale of Canadian coal in competition with the foreign product, which rates will be justified by the inevitable increase in East and Westbound traffic over the Canadian National Railway System due to resultant industrial development;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to all members of the House of Commons and Senate of Canada, and that each of such members be asked to make a particular study of this problem and to advocate the means suggested, in order to bring about fuel independence for Canada and promote its general interests.

BOARD OF TRADE OFFICES,
Edmonton, January 15th, 1924.

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036873

Mc/AES
OFFICE OF THE
DEPUTY MINISTER

CANADA.

DEPARTMENT OF
MINES

Ottawa, January 25, 1924.

Hon. A. Meighen,
21 Cooper Street,
Ottawa.

Dear Mr. Meighen:-

The Lignite Utilization Board of Canada, as you are probably aware, was created by Order in Council of the Dominion Government to undertake the problem of endeavouring to prepare from the low grade lignites of Western Canada a briquetted fuel which would be satisfactory for domestic use.

The Board, which was financed by the Dominion Government and the Governments of the Provinces of Manitoba and Saskatchewan, has recently concluded at its plant at Bienfait, Sask., a run of several months' duration, with a Hood-Odell carbonizer, which is a retort for making what is termed "lignite char". A portion of the char has been briquetted and a quantity of it has been shipped to this department for testing purposes. As the quantity which has reached Ottawa is somewhat in excess of that needed for the investigations we wish to make, we thought you might like to have an opportunity of burning some of this fuel in fireplace range, or furnace. In consequence, we are having delivered to you a small quantity which may enable you to reach some conclusion as to the suitability for domestic use of briquettes made from Western Canada lignites.

It would be of interest to our Fuel Testing Division to have a record of the results attending your burning of this fuel, and, in the hope of securing such information we are enclosing a Questionnaire which we would be pleased to have completed after you have tried out the fuel, and returned in the envelope accompanying it.

Yours sincerely,

Charles Camsell
Deputy Minister.

enc.

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CANADA

0368774

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

036875

Ottawa, Feb. 1, 1924.

Charles Camsell, Esq.,
Deputy Minister of Mines,
Ottawa.

Dear Mr. Camsell:

I am herewith returning your questionnaire with regard to lignite briquettes duly filled out. We really had very good satisfaction indeed.

Yours very truly,

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CANADA

036876

9837 108th Street,
Edmonton, Alberta.
February sixteenth,
1 9 2 4.

The

Right Honourable

Arthur Meighen,

OTTAWA, Canada.

Dear Mr Meighen:-

I am taking the liberty of forwarding you under separate cover some statistics on the coal situation in Alberta and the bearing its proper development would have upon Western Canada.

I have, for some time, been residing at Brule Mines, Alberta. For four months this mine has been practically idle, and the situation there -- where an investment of approximately three million dollars may become a dead loss and where several hundred men are thrown out of work, with their families in want,-- has led me to make a study of our coal resources and their relation to the development of Canada.

I realize how busy you must be at this time, and, at first, I hesitated to approach you, but we in the West are vitally interested in any coal problem and this fact has emboldened me to send this forward.

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036877

I believe I have approached the subject from an entirely new angle:-

(1) I have taken Brule Mines as a typical mining camp - I have collected the figures showing the indirect revenue to the Canadian National Railways from Brule Mines camp and have applied this revenue towards the moving of coal to Ontario. I have shown the number of such camps it would take to mine the coal we import from the United States (Last year, approximately twenty-four million tons) and have calculated the gross indirect revenue to the Railways from these new coal-mining towns.

(2) I have calculated the number of trains and train crews (approximately) which would be employed to move this coal to Ontario; the number of people which would be required to support these extra miners and railway crews, from which the National Railways would derive a steadily increasing revenue owing to our coal development. These figures, applied to our transportation problem, would indicate that a rate on coal down to almost actual cost would in the end prove the means of an immense increase in the earning power of our Railways directly from the development of our coal resources.

(3) I have calculated approximately the increase we might expect to our Western Canadian population from our coal development - directly in mining population - indirectly in the increase of trainmen, railwaymen, tradesmen, labourers, farmers, &c.

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(4) I have given the figures showing amount of farm produce, lumber, fruit, foodstuffs, &c., used at Brule Mines, from which I have calculated the approximate benefit to agriculture from the development of all our mines.

Mr. F.W. Gray expresses our present situation as follows:- "The large industrial purchasers--the Government and the people of Canada--have bought coal where it was cheapest in money value, not realizing that such a policy has been excessively dear and nationally subversive, inasmuch as it has injured Canadian miners, has restricted employment in Canada and has made our country almost ludicrously dependent upon the United States for what is, undoubtedly, the primary and most essential raw material of civilization, defence and national persistence .... Coal brought into Canada is dear at any price if it displaces Canadian labor, and, by rendering our country unnecessarily dependent upon outside sources for coal supply, endangers our political autonomy" - (Development of Coal Industry in Canada, transactions of C.I.M.M.1922; p.311.).

I am not a statesman; I do not know what means may be the best to adopt to secure the Canadian market for Alberta coal. It has been suggested that the Federal Government and the Legislatures of the Provinces vitally affected should subsidize the Railways so that they may be in a position to give a rate which would at least enable our Western operators to compete with American coal. Should this be necessary, I would submit that the development of our coal

- resources -

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036879

and the resultant development of all other industries would so solve our Immigration problem, that most of the money now being spent to foster immigration from the United Kingdom could be applied to the carrying of coal from Western to Eastern Canada. Let it once be known in the industrial centres of the Old Land that Canada needs skilled miners and the skilled and unskilled labour following in their wake, and these men, with their families, would flock to our shores.

It may be that our Federal Government will find it necessary to impose a prohibitive duty on American coal. If this be the solution, I am firmly convinced that you, Sir, could then come to our Prairie Provinces and talk "Protection" to sympathetic audiences. When you can say to them - "We are giving you reciprocity in tariffs - the manufacturing East is paying Duty on your Western coal to manufacture the protected articles she is shipping you in return for your coal." - When you can show them the advantages accruing to all classes from this development, I am certain there will be a different attitude in the West towards Protection. A new "National Policy" will have been inaugurated - When Western coal travels Eastwards, meeting the manufactured articles from the East on their long journey to our Western homes, much will have been accomplished in "Bridging the Gap between Western and Eastern Canada". A vital reciprocity will have been offered - a reciprocity between the two essential and component parts of our great Dominion. There will then be no East and no West, but an interdependent, interlocking, whole.

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036880

Right Hon.Arthur Meighen. Feb.16th,1924.

I know that this policy will meet with enthusiastic sympathy amongst our mining men, our Railroad men, and our laborers. I have talked with many of their prominent leaders and I can assure you that you and your candidates will receive a large share of the Labor vote if you endorse the policy of "Canadian coal for the Canadian Market".

Quoting again the words of F.W. Gray.- "Hitherto our dependence on extra national sources of fuel has been associated very largely with the industrial development of Ontario, which is based on Pennsylvania coal, but the new orientation which we see in the West promises an infinitely larger growth over the Western coal beds. Here, in the writer's opinion, will be found the great pillars that will in the days to come support an industrial fabric, transcending all present imaginings, and will, if wisely guided, prove the most suitable guarantee of our political permanence as an independent people." The coal fields of the West are large enough on which to build a Nation.

I trust that there may be some thought engendered by these suggestions and the forwarded statistics and figures, which may prove helpful, in however slight a degree, in solving the ever-increasing importance to the people of Canada of our coal problem.

I am,

Sir,

Yours very sincerely,

C. G. Austin.

P.S. A copy of this letter is being forwarded to the Hon. Howard Ferguson, Premier of Ontario, also a copy to W.J. Blair, Leader of the Conservative Party in Alberta.

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036881

MEMORANDA

mentioned in letter dated February 16th,1924,
from C.G. Austin, 9837 108th Street, Edmonton,
Alberta, to the Rt. Hon. Arthur Meighen, Ottawa.

***

GENERAL STATEMENT

showing

The bearing the maximum development
of Alberta coal
would have on the general prosperity
of Canada.

***

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036882

POPULATION

Canada imported 19,450,336 tons of coal from the United States during the first ten months of 1923, which is approximately 24,000,000 tons for the whole year.

***

The normal output of Brule Mines, working 300 days a year, and employing 700 men, is 500,000 tons. - To mine 24,000,000 tons would require 48 mines of equal capacity, employing 33,600 men.

***

It is estimated that 75 per cent of the men employed would marry under favorable working conditions, the average family being 4.58. This gives an increase in mining population of 123,816.

***

To move 24,000,000 tons of coal to Ontario will require 40 trains of 2,000 tons each day for 300 days in the year. This will require two train crews working on each division every day; one train crew returning empties. Two men are required for upkeep to each train man. This shows 1200 railroad men needed to each division.

***

It has been found that a population in the ratio of seven to one to each railway man prevails in each divisional point, which will give an increase in population at each divisional point of 9,600. Reckoning 16 divisional points to Ontario means an increase in population from Railway sources of 153,600.

***

The increase in our rural population necessary to the existence of this great army of workers would be difficult to determine, but a safe estimate would be 5 to 1, making the estimated increase as follows: -

Mining population	123,816
Divisional points, ...	153,600
Rural, ...	768,000
	1,045,416

These figures, I think, are exceedingly conservative as the era of prosperity which would follow in the wake of our coal development must attract such numbers to our Western farms as to render an approximate estimate will nigh impossible.

The foregoing does not take into consideration the development of our towns and cities as tradesmen congregate to minister to the needs of this great increase in our Western population, and the bearing all this will have on the growth and industry of the manufacturing East.- - that must naturally be enormous.

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036883

AGRICULTURE &
OTHER INDUSTRIES

The following shows the amount of foodstuffs, Farm produce, Fruits, Lumber, etc., brought into Brule Mines townsite during the year 1922.

Beef	400 carcases	--	200,000 lbs.
Veal,	550 carcases	--	124,000 lbs.
Mutton	250 carcases	--	32,000 lbs.
Pork	700 carcases	--	110,000 lbs.
		--	
Ham,	...	...	45,000 lbs.
Bacon,	...	...	50,000 lbs.
Butter,	...	...	60,000 lbs.
Eggs,	...	...	15,000 cases
Poultry,	...	...	12,000 lbs.
Fish,	...	...	2,500 lbs.
Cooked meats..		...	15,000 lbs.
		--	
Feed,	2.cars	...	50,000 lbs.
Hay,	12 cars	...	144 tons
Oats,	6 cars	...	
Potatpes & Vegetables	8 cars		
Apples,	1 car		
Fruit,			5,000 cases
Flour,			1,000 bbls.
Groceries,	10 cars.		
		--	
Lumber,	144 cars		

These are the figures for one mine. Increase them 48 fold for the 48 mines involved.- Further increase them an inestimable number of times to supply the increased population on the Railroad divisions and a small idea of the benefit to agriculture and other industries may be obtained. How this will affect industry in the East may be judged when we consider the present buying power of the West.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036884

REVENUE ACCRUING TO THE CANADIAN NAT. RAILWAYS AND FEDERAL AND PROVINCIAL GOVERNMENTS FROM THE OPERATION OF BRULE MINES in 1922 (a normal year)

RAILWAY REVENUE.-

Freight, ...	$56,422.75	
Express, ...	9,836.70	
Telegrams, ...	2,293.49	
Passenger traffic,..	62,560.00	$131,112.94

GOVERNMENT REVENUE.-

Income tax, ...	$12,000.00	
Tonnage tax, ...	50,000.00	
Lease & Surface rentals,	4,640.00	
School tax, ...	9,000.00	$ 75,640.00
TOTAL GOVERNMENT & RAILWAY REVENUE, - -		$206,752.94

48 mines similiar to Brule will give a revenue of $9,924,138.12.

*****

Taking the normal population of Brule (700 workers) as a basis, each new divisional point of 1,200 railwaymen will provide a revenue to Railways and Government of approximately $275,000.00. The sixteen divisional points to Ontario would therefore furnish a revenue to Railways and Government of $44,000,000.00. To this must be added the ever-increasing revenue as the rural population grows owing to the development of our coal resources.

****

THIS INDIRECT REVENUE TO OUR RAILWAYS AND GOVERNMENT RESULTING FROM THE DEVELOPMENT OF OUR COAL FIELDS APPLIED TO THE MOVEMENT OF COAL TO ONTARIO.

M.J. Butler, ex-Deputy Minister of Railways and Canals, gives $5.75 as a fair rate for transporting one ton of coal to Ontario. Taking this as a basis, the indirect revenue will move the normal output of Nrule Mines (500,000 tons) approximately 150 miles (one Division) at no actual cost to the Railways. The revenue from each of the 48 mines will move their coal one division. The revenue accruing to Railways and Government from the divisional points and rural population, directly attirbutable to the operation of our mines, will continue this movement for a very considerable distance towards Ontario.

The foregoing would indicate that a coal rate approaching actual cost would, in the end, prove the means of an immense increase in the earning powers of our railways. If such a rate is given and our coal market protected, Canada's coal problem

IS SOLVED

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036885

172

Ottawa, February 29, 1924.

Dear Mr. Austin:

Your letter of the 16th instant arrived in due course, but the statistics referred to therein did not come to hand for several days afterwards. At the moment I am so busily engaged with the work of preparing for the Debate on the Adress, that I cannot do more than acknowledge you letter, but I shall read it carefully and give to the representations set forth therein my most earnest consideration.

Yours very truly,

C. G. Austin, Esquire,
9837 108th Street,
Edmonton, Alberta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 75)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036886

ONTARIO
LEGISLATIVE ASSEMBLY

Parliament Buildings,
Toronto, March 5th, 1924.

Hon. Arthur Meighen,
House of Commons,
OTTAWA - Ontario.

Dear Mr. Meighen:-

Re Alberta Coal

I do not know what arrangements you and Mr. Ferguson have to the working out of this Coal problem, but it has just struck me that it might be a master stroke for one of our Members in your House to put forward the proposition of the Dominion Government giving a bonus towards the reduction of the freight rate. After giving this consideration you might let me have your opinion.

With kindest regards, believe me,

Yours very truly,

E.R. Wigle

ERW/W.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036887

172

Alberta Coal

Ottawa, March 6, 1924.

Dear Mr. Wigle:

Thanks for your letter of the 5th inst.

I had already given a general indication of policy on this subject. It seems to me there will have to be a general strengthening of our industrial position before we can undertake further considerable outlay, but, at the same time, I am of the view that the entire Dominion, with reasonable co-operation from the Provinces most affected, will have to get behind and assist in the transportation of coal and other basic commodities over long distances.

Yours very truly,

E.R. Wigle, Esquire,
Legislative Assembly,
Parliament Buildings,
Toronto, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036888

Ottawa, March 12, 1924.

Lauchie X. Macneill, Esq.,
Greenwood Coal Co. Ltd.,
Thorburn, N.S.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of Resolution passed by the Greenwood Coal Co., and to say you may rest assured that he will give the representations contained in this Resolution his earnest and careful consideration.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

J. T. McNeil

Rec'd Mch 13/24
New Glasgow
Stamp 1 10 am

RT.Hon.Sir Aurthor Meighen,
House of Commons,
Ottawa,

Sir:

At ameeting of the Greenwood Coal Co. Employee, located at Thorburn, N.S.,on March the 4, 1924 the following resolution was passed:

WHEREAS,Since 1920 working conditions snd the unemployment situation in the Provience of Neva Scotia, have come to such an alarming pass that thousands of our best workmen are seeking employment and taking up homes in the United States; and

WHEREAS,In every case of the miners and industeral workers of the provedence taking steps to improve their condition and increas their wages equal to the cost of living at least, they aremet with the argument that the Americans can produce, and place on the Canadain marketse much cheaper than the Canadains can that slave wages and conditions are the best our industeries can afford us,in spite of the millions said concerns make ; and

WHEREAS,We have a Government owned and controled Railway which is as much a burden to the Canadain people as the profit making C.P.R. is in the matter of freight rates,which has one fuel agent while our C.N.R. has five or six,who are pulling down large salaries where one would do,necessitating high freight rates to offset the cost of tje over-ridden-officialdom of the C.N.R. and its extra staff; and

WHEREAS, The available cheap coal in the United states, is not mined but quarried,having a thincoverign of earth over it which can be washed off by water raised to hydrolic preasure and thus giving the United States coal an advantage over our coal, acquired by nature and which we in Nova Scotia have no control. Such conditions are not of our making and should be advance as a reason for us working for less than what it cost us to live,and even if we were to mine our coal for nothing it would cost Ontario $9.50 more than 3.16 times what it cost to mine and put the coal in the cars per ton; and

WHEREAS, The fish of the sea, the birds of the air and the beast of the field and wilderness have law on our statutes protecting them, while the workingman have no protectionfrom unmercilless investors and exploiters of the working class, hence,the ungodly conditions now prevailing in the provience of NovaScotia; therefore, be it

RESOLVED BY THE GREENWOOD COAL COMPANY EMPLOYEES,

First, That we request the Federal Government to place a duty on all Americain coal coming into Canada of $2. per ton and all the other raw material coming in from the United States that is available in Canada;

Second,That we request the Government to reduce the freights on the C.N.R. on Nova Scotia coal so as to enable said coal to get into the Ontario markets,and more of it get into the Quebec markets and other points where it could be easly shiped,thus aiding to relive the unemployment situation very materially in Nova Scotia;

Third, That we ask the Government to cutout the unnecessary officials on the C. N. R.,and retain men on the jobs on their merits, not on pull, and thus make possible the necessary freight reductions that are essential to the welfare and prosperty of the Eastern Provences .So that with a real tariff protection such as the Member for Pictou promised he would advocate;not a fake one;freight reductions, and a little curtailment of profits,NOva Scotia would soonbe enjoying a little of its old prosperty; be it futher

RESOLVED,That we send a copy to thePremier, the Leader of the Oppisition, the Leader of the Progressives,Labor Members, the Minister of Labor, and the Minister of defence.

Sgd.Com .,

Millan Grant
Jas E Oliver
L X Macneill

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Coal Halifax Herald March 14/24

AN OPEN LETTER

To Rt. Hon. W. L. MacKenzie King, Prime Minister of Canada:

To Rt. Hon. W. S. Fielding, Finance Minister of Canada:

To the People of my Native Province:

THE price of soft coal in Nova Scotia is the highest on the continent, outside of the Arctic Circle. Our people are being bled by a monopoly and, mark you, not to pay labor, but to establish undue profits. And the price will be still higher if the people remain indifferent and silent. Industry will be throttled still more by the octopus, the exodus of our people given further impetus, and every remaining householder and industry are to be given a life sentence to pay still more for coal if the plans of the task-masters are successful.

The plot of the coal barons is being carefully and insidiously laid.

As is generally known, the British Empire Steel Corporation was chartered and special legislation passed in 1921 by the Local Government, placing all the commercially valuable coal fields of the people of this province, and all the labor employed in and about them, under the virtual control and management of one man who may or may not be a just and safe man.

A huge monopoly of our greatest and most vital public utility and necessity was thus created, and already its deadly work has begun. The price of coal to Nova Scotians has already greatly advanced; and lately the monopoly, in perfecting its price-raising and price-fixing at the highest peak at present possible, has entered the smaller towns and different zones to advertise local prices and to establish uniform prices for the local dealers regardless of the varying conditions and costs un-



DR. B. A. LeBLANC,

MEMBER for Richmond County in the Nova Scotia House of Assembly.

the producers. A resolution—after the fashion of signing blank cheques—has been introduced and passed in the Legislature. It is more deadly than words can describe.

Without knowing anything authoritative about the coal business, the huge profits now being made; without knowing a tittle about the true position and requirements of the coal mining business, the majority of members of the Legislature, elected for the conduct of provincial business, unwarrantedly and without mandate used the prestige of their positions, and presumably in the name and as agents of the people, signed a blank endorsement. They recommended to the Federal Government such a far-reaching proposal as is embodied in the resolution.

Only a few days ago the press of Canada contained the illuminating propaganda, issued from central Canada, that two-thirds of the total of the national income of the people and industries of Canada is centred in Ontario and Quebec, and we must realize that that centralization of industry, merchandising, banking and of population is rapidly progressing to the injury and loss of the outlying provinces. The people of Nova Scotia are properly concerned about that trend of national development, the prospects of an increased exodus of our young folks and the growing cost of living and taxation for those that remain.

In my opinion, the people of this province—already bleeding at every pore; bent and panting with taxation and the cost of living—are in no humor to have their Local Government and legislators suggest and recommend such an inevitable and unjustifiable increase in the cost of living as is involved in the resolution referred to. It was passed without warrant without inquiry, knowledge and reason and, in my humble opinion, is not, in value and reliability, worth the cost of printing it in the records of the House to mark still another incident of colossal folly and stupidity in local government.

Oh Lord, save the People!

B. A. LeBLANC.

036890

183

To Furnish Light and Power For Community.

CHESTER March 3.— A meeting was held last night at which a company was formed for the installation of a hydro-electric lighting system for the town of Chester, with power plant to be located at East River. Officers of the company were elected and the project is progressing rapidly, a large amount of the stock having already been subscribed for. A General lighting and power system has been a long-felt need in Chester.

Citizens Much Interested in Report of Army Planes' Visit; No Official Word.

THE PICTOU STOP

PICTOU, March 13—Local citizens read with interest the article appearing in The Herald this morning to the effect that Pictou had been selected by the United States army officials as a stopping point for the army planes in their round-the-world flight. Town officials, however, have not been advised of the arrangements. Communications with the mayor, town councillors and members of the Board of Trade failed to disclose any news having been received.

FIRE AT CANSO

CANSO, March 13—The home of Burton O'Hara caught fire on Tuesday night. When the blaze was discovered, the flames were coming through the roof. An alarm was sounded by the whistle, and through the efforts of the firewards, assisted by a bucket brigade, the fire was extinguished, but not until a large hole was burned in the roof. Considerable damage was caused by water. The loss is covered by insurance.

The army estimates total £45,000,000, a decrease of £7,000,000 over last year.

Captain Berkeley, Liberal, moved an amendment in favor of such equality treatment in the debate on the army estimates and, as the government opposed the motion, which would cost the government an extra £13,000,000 yearly, it was feared the amendment might be carried against the government, although the War Department is opposed to such equality treatment.

The government, therefore, decided not to make it a question of confidence and further, Premier MacDonald promised an independent committee inquiry into the matter; whereupon Captain Berkeley's amendment was defeated 220 to 201.

mand that what are known as "ranker officers", namely, pensioned men of the old regular army who were recalled to the colors at the outbreak of the war, and given commissions, should be treated on an equality with respect to pensions with regular commissioned officers.

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CANADA

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123

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036891

THE TRADE COMMISSIONERS ALBERTA.

Edmonton, March 19, 1924.

Dear Sir Henry:-

I note in Press dispatches and newspaper articles in the Eastern papers a lack of appreciation for the part that the Canadian National Railways, and yourself in particular, have already played in the movement of Alberta Coal Eastward.

May I say Sir that I have never lost an opportunity in any public reference I have made to this subject to express my own appreciation and the appreciation of the Alberta Government for the courtesies you extended. The Alberta Government are fully appreciative of the difficulties with which a movement of this kind is beset, and the Honorable Mr. Greenfield, The Prime Minister, and I have discussed the matter many times.

We in this Province, of course, realize the importance of the development of the coal industry from a Provincial standpoint. We also realize its tremendous importance from the standpoint of National Economics, and the development of all Canada through the conserving to Canada, if possible, of the huge sums now being spent in a foreign country for a commodity which we possess in such abundance.

We are very hopeful that some solution of the problem may be found, but again I wish to assure you, Sir, that no complaint has ever been made by the Government of Alberta, or its Trade Commissioner, of the Canadian National Railways and particularly its President.

The Prime Minister has suggested in the very strongest terms to the Honorable Mr. Ferguson, Prime Minister of Ontario, that he withdraw his application to the Board of Railway Commissioners in connection with coal rates, pointing out that not only, in his judgement, was it a matter outside the purview of the Railway Board, but also that the Government of Alberta had no quarrel with the Canadian National Railways, or its President, and would not be a party to a court action, which application to the Board of Railway Commissioners, in effect, is.

As already stated, we are hopeful that a solution may be found in the most friendly way.

Yours faithfully,

(Sgd) Howard Stutchbury

Commissioner.

Sir Henry Thornton, K.C.M.G.,
President,
Canadian National Railways,
Montreal, Que.

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036892

CANADIAN NATIONAL RAILWAYS

OFFICE OF THE CHAIRMAN AND PRESIDENT

SIR HENRY WORTH THORNTON, K.B.E.
CHAIRMAN OF THE BOARDS OF DIRECTORS AND PRESIDENT.

MONTREAL, QUE. March 26th 1924.

Personal.

Dear Mr. Meighen:

Inasmuch as the Alberta coal question seems to be pretty contentious and in view of the further fact that the Province of Ontario has brought an action before the Railway Commission for a reduction in rates, I thought perhaps you would like to see this correspondence. The principal object in my sending you this letter is to say that I have not the slightest feeling about the action which has been brought before the Commission and, as I have said before, I think perhaps it will, in the end, be illuminating to everyone.

Yours sincerely,

Rt.Hon. Arthur Meighen, P.C., M.P.,
Ottawa.

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036893

CANADIAN NATIONAL RAILWAYS

OFFICE OF CHAIRMAN AND PRESIDENT

SIR HENRY THORNTON, K.B.E.
CHAIRMAN OF THE BOARDS OF DIRECTORS AND PRESIDENT.

MONTREAL, QUE. March 26th 1924.

Dear Mr. Stutchbury:

I am very much obliged to you for your kind and generous letter of March 19th.

I have always felt convinced that the Alberta Government and yourself realized that the Canadian National Railways and myself were doing the best we could within the limitations which confront us to develop and market your coal in Ontario. Your kind words further confirm my opinion. It is only by working together in a co-operative fashion and with due regard for each others difficulties that we shall be able to eventually achieve our object.

In regard to the action which the Ontario Government has brought before the Railway Commission: I am inclined to think it may perhaps in the end be a good thing. At any rate it will result in an unprejudiced and authoritative body expressing a definite opinion in regard to the rate which we have named which, at the moment, is being more or less disputed. If the Railway Commission can show us how we can handle Alberta coal to Ontario at any less rate than we have named nobody will be more delighted than myself although I am bound to say I do not see how such proof can be furnished. However, as I say, I have not the slightest objection to a full ventilation of the subject.

I cannot close this letter without expressing my appreciation of the very fair way in which you have handled the question, and I should like also to express my admiration of the energy and resourcefulness you have contributed towards the solution of the problem yourself.

Will you kindly present my compliments to your Prime Minister, the Hon. Mr. Greenfield, and assure him of my continued kindly sentiments.

Yours sincerely,

Howard Stutchbury, Esq.,
Trade Commissioner for Alberta,
Edmonton, Alta.

RESEARCH FILES, Series 2 (R.G. 2, I, Vol. [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036894

172

Ottawa, Ont., March 29, 1924.

Dear Sir Henry Thornton,

Many thanks for yours of the 26th instant, enclosing copy of correspondence you have had with the Trade Commissioner for Alberta, with regard to the Alberta Coal question.

Yours very truly,

Sir Henry Thornton, K.B.E.,
President, Canadian National Railways
Montreal, Que.,

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PUBLIC ARCHIVES
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CANADA

036895

Toronto, April 7th, 1924.

The Honourable
Arthur Meighen, M.P.,
OTTAWA, Ont.

My dear Mr. Meighen:

I called upon the Minister of Labor this afternoon in regard to the present strike of miners in District 18, which comprises all Alberta and Eastern British Columbia Coal Fields.

This strike affects some 8000 coal miners, was called April 1st by United Mine Workers of America, following the refusal of the Coal Operators to sign a three year contract, with an increase of some ten per cent over the wage scale in force prior to April 1st.

I pointed out to Mr. Murdock the impossibility of the Operators granting these demands, and the absolute necessity, if the Western coal industry is to continue in existence, that the miner accept the Operators' proposal for the elimination of the War Bonus of $1.17 per day formerly paid them. In this he quite agreed, saying that the Alberta Coal Miners' wages were quite out of line with other labor.

I further pointed out to him that the U. M. W. A. officials of District 18 had repeatedly stated in interviews with the Press that the money to finance this strike, and to force the Operators to grant their demands, however unreasonable, was coming from the Headquarters of the U.M.W.A. at Indianapolis, U.S.A.

This Mr. Murdoch would not credit, stating that was not the policy of the International organization. He claimed they would not countenance this method. The evidence of various statements issued by the U.M.W.A. at Calgary do not, I regret to say, bear this out.

Mr. Murdoch also said his Department did not believe it would be to any purpose to appoint a Conciliation Board, and in this I quite agree.

It is our intention to re-open our Mine. Several of

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036896

our employees have expressed their desire to work, and will do so unless forcibly prevented by the United Mine Workers of America.

I hope we may be successful. If not, it will be entirely due to financial support the Union receive from Indianapolis.

I thank you very much for your interest in the matter. I hope you will be able to keep Mr. Murdoch up to his statements.

It is very apparent that, financed with American funds, the Alberta strike may deal a very serious and crippling blow to the Alberta Coal Industry. The Americans are very anxious to recover the Winnipeg and Manitoba coal market.

I am returning to the West in a few days, and shall be very glad to let you know what developments take place.

With kindest personal regards,

Yours very sincerely,

E.F. Fullen

My address will be:

Allen Coal Co.

Allen P.O.

Alberta

EFF:HW

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CANADA

D36898

172

Ottawa, April 8th, 1924.

Major E.F. Pullen,
Alexo,
Alta.

Dear Major Pullen:

Many thanks for yours of the 7th inst., giving me the gist of your conversation with Mr. Murdock.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036899

Ottawa, April 10, 1924.

Dear Colonel Phinney:

I have your letter of the 7th. I have not heard of Sir Henry Drayton's contemplated venture but I have talked to him since receipt of your letter and he is giving the matter some consideration. I have also asked him to keep in mind your firm in connection with any business.

With kindest regards and good wishes.

Yours very truly,

Colonel E.C. Phinney,
Tramway Building,
Halifax, N.S.

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ARCHIVES PUBLIQUES
CANADA

036900

172

Ottawa, April 10, 1924.

Dear Sir Henry Drayton:

Mr. Meighen has requested me to to forward you the enclosed letter from Colonel E.C. Phinney to note and return. Mr. Meighen has stated in his reply that you are giving the matter some consideration and also that he has asked you to keep in mind this firm in connection with any business.

Yours very truly,

Private Secretary.

Sir Henry Drayton,
House of Commons,
Ottawa.

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ARCHIVES PUBLIQUES
CANADA

CHAS. S. SMITH
PRESIDENT

VICE PRESIDENT

GEO. V. TUPPER
MANAGING DIRECTOR

L. A. TUPPER
SECRETARY-TREASURER

036901

THE ROSE-DEER COAL MINING CO. LIMITED

NON-PERSONAL LIABILITY

AUTHORIZED CAPITAL $ 1.000.000
DIVIDED INTO 200.000 SHARES OF $ 5.00 EACH

CALGARY PHONE M. 2180

WAYNE, ALBERTA

54 Churchill Ave
Toronto. Ont.

April 19th 1924

Rt. Hon Arthur Meighen
Ottawa – Ont.

Hon Sir

As I am directly interested in the coal production of Alberta being an operator at Wayne Alta. & also having always been a staunch supporter of the Con. Govt. I am taking the liberty of writing you personally as to your candid opinion of the outcome of the efforts now being put forth for the present Govt. to establish a reduced freight rate on coal from Alberta & Ont. in order that Ontario may secure her supply of coal from Alta + N.S. instead of importing it from the U.S. + thereby sending millions of dollars of our fair dominion yearly + which is gone forever instead of keeping the money here in Canada + giving steady employment to thousands of men who are now practically unemployed. I came East last fall from Calgary & in fact I was one who shared a car along

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CANADA

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036902

THE ROSE-DEER COAL MINING CO. LIMITED

NON-PERSONAL LIABILITY

AUTHORIZED CAPITAL $ 1.000.000
DIVIDED INTO 200.000 SHARES OF $ 5.00 EACH

CALGARY PHONE
W 2180

WAYNE, ALBERTA

with your sister Mrs White, I came here with the sincere hope that a reduced rate would be given ere this, but I have began to think that it may be necessary yet to have a change of Govt. before our wishes are realized & would deem it a favor if you would kindly let me know at your earliest convenience whether you consider the prospects are bright or otherwise to secure any assistance from the present Govt. in regard to a reduced freight rate.

Thanking you in Anticipation of an early reply.

I Remain Yours Truly

Chas S Smith

P. S. I might say that it was a car of Rose-Deer coal that was shipped to Ottawa a year ago for test purposes. Perhaps you got some of it.

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ALEXO. Alberta.
April 19th 1924.

W(L

036903

The Honourable
Arthur Meighen.

OTTAWA. ONT.

Dear Mr Meighen;-

I have just returned to the West and found by the Morning papers, reports which quite bore out my statements to The Hon, James Murdock that the funds to finance the Strike in the Alberta Coal Fields were to be provided from Indiannapolis.

I thought the enclosed clipping might be of interest to you as showing how matters stand out here.

I trust that conditions and a wage scale may not be forced upon the Western Coal Industry which would make impossible the growth and expansion which it should have under reasonable conditions and in which all Candda is interested.

I hope the Minister of Labour may be able to so influence the American Executive of the U.M.W. of A at Indianapolis that they will cease any active support to the Union here.

Mr Murdock clearly indictated he considered the Alberta Miner's demands unreasonable.

If no money is supplied from Indianapolis am quite satisfi satisfied a reasonable settlement can be obtained.

With kindest regards.

Yours sincerely.

E. J. Carlson

clipping given me Helmer for filing

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036904

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e

Ottawa, Apr. 21, 1924.

Charles S. Smith, Esq.,
54 Churchill Ave.,
Toronto.

Dear Mr. Smith:

I just received your letter of the 19th. While I am of the view that this Government will not make any promise in the way of developing a national coal policy and the utilization of Eastern and Western coal in the central provinces, still it is not possible to make a definite commitment on the subject. The attitude of the Western Progressives on tariff matters makes the development of such a policy all the more difficult. I sincerely hope that as time goes on, and before too long, Western Canada will see that an all Canadian, and very sternly Canadian policy, is as essential for the West as for the East, and that such a policy is wholly at variance with the theory of free trade.

Yours very truly,

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036905

1172

Ottawa, Ont., April 26, 1924.

Dear Mr. Pullen,

Thanks for yours of the 19th instant together with clipping dealing with the labour situation in the Alberta mining district.

Yours very truly,

E. F. Pullen, Esquire,
Alexo, Alberta.

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To the Editor.

Hamilton, Ont., June 2nd. 1924.

Dear Sir:

On May 9th, I had a conversation with the Semet-Solvay Co.of Detroit,Mich. they quoting coke at $6.50 per ton F.O.B.cars Detroit, on May 16th I ordered a car,the freight to Hamilton being $2.00,or $8.50 here,and $1.00 for delivery,makes it $9.50. On the 26th, the customs officer explained to the broker that on advise,coke bought in Detroit at less than $7.50 was subject to the dumping clause,so he had to pay $1.00 per ton penalty under protest.

Now if the Govt. urge us to use fuel substitutes in every form possible,why do they impose a penalty of $1.00 per ton,soon as we start acting on their advise,by an arbitrary dump value,when coke sells freely in Pittsburg at $4.50 or less,and in Detroit for even less than $6.50 in the ordinary course of trade.

I don't object to the principal of the dump,but the arbitrary fixing of an imaginary dump price is wrong.

However am glad this has happened,as it brings us face to face with the principal of a prohibitive tariff,the Govt. retaining the right to fix the price on commodities Canada already has a super-abundance of.

Govt. reports, as well as other sources of information show that Canada has a super-abundance of coal, awaiting development and marketing.

In the early days ordinary supply and demand sufficed, but today responsibility is cast upon the Govt. to see that Canada's fuel resources are developed, and transported to points of requirement at a reasonable price.

Why keep Canadian miners idle 6 months in the year,during the slack period of transportation on our railways both national and private, instead of fixing this transportation at a minimum of cost.

The resultant activity, would reduce our adverse trade balance with the U.S. by over 100 million dollars, or say 2/3 of the total, and its effect on other lines of trade, would soon wipe out the balance of 69 million.

It won't do to leave our natural resources undeveloped until a few monopolists decide to take over and handle them in their own monopolistic way.

The Govt. of today must take hold and develop our natural resources in the interests of the people,such as Hydro Electric Power,Street Rys.,Steam Rys. and transportation generally, as well as most other public utilities, an absolute necessity.

Why can't the Govt. authorize a $4.00 rate in trainload lots on Alberta coal to Ontario,and proportionately the same on Nova Scotia coal,before the present session closes,even though the profit and loss is kept in a separate column. I have no fear of the balance of actual cost of operation being on the wrong side,but rather that reasonable rates would so stimulate business that it would be an incentive to industry generally to follow suit.

In fact I am willing to stake my reputation upon the results, and some money too, if permitted to direct the traffic.

If the Govt. can fix the price of U.S.coke fuel, why can't they fix the price of Alberta and Nova Scotia coal and particularly the transportation rates thereon.

The Govt. supply and keep in repair the water road bed, the canals, lock-tenders, lighthouses, danger buoys, docks, unloading facilities, etc. free to the Lake Carrier Vessels. Why not do the same with the railways, and figure the rate on cost of rolling stock, and operation only, instead of trying to make it pay interest on the fabulious cost of construction and upkeep of road bed etc.

Yours truly,

W. O Sealey,
61 Hunter St. W,

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036907

Telephone 2963
P.O. Drawer 1028

ESTABLISHED 1885

The Times-Advocate Publishing Co.

Succeeds the Lethbridge News and the Lethbridge Telegram

Publishers of The Canadian Advocate, ~~Lethbridge Times, Magrath Times~~, Etc.

Circulation 2500 among the prosperous Farmers, Ranchers, Miners and Railway Men of Southern Alberta and the Crow's Nest Pass, B.C.

Lethbridge, Alberta. Nov 29 1924

The Right Hon Arthur Meighen
Ottawa.

Dear Sir

As I have been selected as a Candidate for alderman I have thought it wise to leave out political articles, at least those that are too hot. for a few weeks. The decks will be cleared for action again after December 9.

Can you give me a general outline of your policy.

What about liquor.

In my opinion $4.00 per gallon on Canadian whiskies should satisfy any body.

We should have an import duty of at least $2.00 per ton on coal.

A rate from Alberta to Ontario brought down to actual cost on coal.

The Dominion should devise a plan of assisting Irrigation problems in Southern Alberta. Give me a few real Vote Catchers. Yours truly J. B. Davies

The manufacturers are not connecting through with advertising.

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036908

THE SENATE
CANADA

Sydney, N.S. December 1st, 1924.

Dear Mr. Meighen:-

I enclose herewith clipping from our issue of today, and the proof of a second article which will appear tomorrow, which seems to us to contain important matter.

You will remember when we were discussing the duties on coal this objection to our adjustment was brought up, namely, that it would increase in Ontario and Quebec the cost of manufacturing.

An editorial Saturday deals with this matter, we think, in a conclusive way, and we may say, that it is an under statement, rather than an exaggeration; that is, we have taken the figures supplied by the Dominion Statistics, which are least favorable to our case.

With kind regards,

Yours very truly,

J. S. McLennan

Right Hon. Arthur Meighen,
Ottawa, Ont.

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TARIFF PROTECTION

Toronto Mail and Empire: We must give our manufacturing industries adequate tariff protection so that the labor force they employ will go on enlarging and thriving and affording a constantly increasing demand for the products of Canadian agriculture. Tariff protection will justify itself as it did in the United States, and will draw capital as well as population from Britain and other countries that have a superfluity of these. Thus the time will tend to come when we shall need most of our foodstuffs to feed our own abounding land industrial population. To our farmers this will be a great advantage. It is cheaper to sell their products at home than to pay freight rates to send them to overseas markets.

30,000 Population How To Get It

Every thinking man and woman recognizes that the solution of Lethbridge's problems lies in increased population. The men who planned greater Lethbridge built the park, the street railways, extended the water works, etc., had a great vision. It is up to us now to realize that vision.

Reduce the taxation and maintain efficiency.

Saskatoon started its onward march about the same time as Lethbridge in 1902. Saskatoon has a population of 30,000. Lethbridge about 12,000. The potentialities of Lethbridge are far greater in my opinion than those of Saskatoon.

Our soil is better and we have coal. We must foster and protect our industries.

We should have an import duty of at least two dollars per ton on coal and thereby have the mines working all the year round and many new mines opening up. We should have a tannery, a woolen mill, a garment factory, a terminal elevator and many other lesser industries. And very important we should be more patriotic. Live more on our own products and patronize entirely local institutions. Not one ounce of flour should be imported into Lethbridge. Suppose some other flour is one thousandth of a shade whiter. The whiter the flour the poorer it is.

Instead of having forfeited lots a burden on the city, sell them at cost and on very easy terms to people who will build and pay taxes and thereby reduce the general taxes. Our aim should be a city of 30,000. Quit grousing and fault-finding and let us go after it.

J. B. DAVIES.

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Ottawa, Dec. 2, 1924.

J.S. Barrington, Esq.,
Sydney,
N.S.

Dear Mr. Barrington:

I understand that to-day a delegation from Nova Scotia waited upon members of the Government requesting an increase in the duty on slack coal, and also on certain steel products, and as well, though of this I am not certain, a duty on run of mine coal. It has been stated to me that certain members of the Government, or Liberal members supporting the Government, made statements not in the hearing of the press but quietly that such an increase would have taken place last year had I not opposed it. It appears that in support of this rather unmanly allegation they referred to a speech I made on March 31st, 1924, in the debate on a resolution moved by Mr. Church of Toronto. In the first place, it is characteristic of the present Government that it should attribute failure to carry out what it believes to be good policy to want of support from the Opposition. If a Government of self-respect finds itself in a Parliament which will not carry out what it believes to be sound lines of policy

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the duty of that Government is to resign and immediately appeal to the people for a Parliament which will support its policy. I did not observe that the Government took this course last March. What was said as respects my attitude I need scarcely say was wholly false. The motion of Mr. Church was as follows:

"That, in the opinion of this House, the time has arrived for Canada to have a national policy in relation to its coal supply and that no part of Canada should be left dependent on United States for such supply.

The Government should immediately consider the initiation of an all British and Canadian coal supply and that such a policy is both a social and economic necessity and in the best interests of the future of Canada.

That a duty should be placed on coal from the United States to ensure an all British supply for Canada, and thus afford adequate protection to coal mined and coked under the British flag.

That whereas coal is a necessity in effect equal to that of food it should therefore be carried on a preferential toll basis by the railway on the same basis as food."

To this motion an amendment was moved by Mr. Garland, Progressive of Bow River, in the following terms:

"That paragraphs 3 and 4 be struck out and that the following be substituted therefor:

That this House urges upon the Government the desirability of undertaking an investigation to ascertain the actual cost of carrying coal from eastern and western exporting points to central Canada, with a view to having a cost rate fixed for such carriage."

An amendment to the amendment was moved by Mr. Carroll, seconded by Mr. Kyte, in the following words:

"That the following words be inserted after the word "House" in the second line of the resolution: "the select standing

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committee on Mines, Forests and Waters be instructed to consider the question as to whether"

It was after both these amendments were moved and spoken to that I entered the debate. You will observe first that as respects the duty on coal, it was not an increase in the duty on slack coal or even on run of mine coal which alone was covered by the third clause of Mr. Carroll's motion. Support of this motion meant that Parliament should then immediately declare, many weeks in advance of the Budget, that all coal should have a duty placed upon it. This would have included anthracite. I took the ground (1) That Parliament should not declare in advance of the Budget variations in schedules of the tariff, and (2) That Parliament had not the information to enable it immediately to take all classes of coal and put a duty on them. It is obvious to any person that such a step could only be taken as part of a general policy, and could only be announced in the regular Budget of the nation. My words on this subject were as follows:

"It has been said that we could develop our own resources by an increase in the protective duty, a duty that has remained very low for many years, that some have argued should be higher, that some on the contrary have argued should be wiped out altogether. I am not prepared myself to say. I do not claim to be in a position to say, that we could substantially increase the duty that now applies and not raise productive costs in our central provinces to a degree that would make it impossible for them to compete and hold their position in the industrial world. It might be possible;

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it might not. However, that is one route that is open to us, and a route that should be explored."..... .....

"The second two clauses, though, are different. I have already alluded to the third, namely, that which calls now for an immediate increase in the coal duty. Even if I were of the opinion that this increase should be made I do not think it would be a wise thing for Parliament, in advance of the Budget, to declare now that it should be done. It would simply be repeating the grave error which the Government made in the Speech from the Throne, which I know, in the silence of their tents in the quiet of their bed chambers they have since in tears repented; it would only repeat that error to the disturbance of Canadian industry. I am convinced that we have not the information as to whether it could be done even were this the time to do it. Consequently I could not support the third clause."

I ask you to observe as well that before I spoke Mr. Kyte and Mr. Carroll had moved their amendment, the effect of which was to ask Parliament to take no action and to shelve the matter to the Committee on Mines and Minerals where it had been the session before without any result. It is also interesting to note that the Prime Minister, and the Members of his Government, voted for the shelving amendment of Mr. Carroll.

I am enclosing copy of the entire speech I made.

Yours very truly,

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Ottawa, December 4, 1924.

Dear Mr. Davies:

I have your letter of the 29th. It is my opinion that in the general interests of Canada coal production, both East and West, should be fostered, not only by protective duties, but by federal assistance in the way of helping to bear transport charges. A delegation has just been down from Nova Scotia, headed by the Liberal Prime Minister of that province and assisted by several Liberal Members, representing to the Government that unless the protective tariff is increased the depopulation now going on will continue and that particularly coal and steel production will suffer. These representations have been urged by men, who, until lately, were joining in the Liberal-Progressive denunciation of tariffs and of protection. The step above indicated can only be taken ~~over~~ as part of ~~the~~ a general policy - a real national policy for Canada extending not only to tariff matters, but to taking advantage of every asset we possess and the using of that asset for the benefit of Canadian people.

Yours very truly,

J.B. Davies, Esq.,
The Times Advocate Pub. Co.,
Lethbridge, Alta.

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Ottawa, December 4, 1924.

Dear Senator McLennan:

Many thanks for your letter of the 1st. I have read the enclosures very carefully and have been watching with very much interest and a little amusement the frantic efforts of Nova Scotia Liberals to get more protection. This can be done and I feel should be done, but it can only be done rationlly as part of a general policy.

Yours very truly,

Hon. J.S. McLennan,
Sydney,
N.S.

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036917

House of Commons
Canada

St. Catharines, Ont.

Dec. 9th/24.

My dear Mr. Meighen, -

The letter about which we had a conversation the other day has turned up all right and I gave it to Mr. Ryckman yesterday , so that there is no further need to worry about it having gone astray.

Regarding the freight bounty on Nova Scotia coal shipped to Ontario and Quebec, about which I saw a notice in the paper a few days ago , I notice in the Supplementary Estimates 1924-1925 , page 11, under item #483 -

"To provide for assistance in trans-
"portation of Canadian coal to Central
"Canada by payments to Railway Com-
"panies under regulations to be ap-
"proved by the Governer-in-Council ".

I have not got a copy of revised

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036918

House of Commons
Canada

St. Catharines, Ont.

Dec. 9th/24.

#2- Rt. Hon. A.M. -

Hansard here , but I would be glad if you would have someone in your Office look up Hansard and see under what particular page, or pages, this item was discussed.

We had a very good meeting in Toronto yesterday and the following were present- Messrs Guthrie, Charters, Boys, Ryckman and Bristol.

Yours truly,

J D Chaplin

Right Honorable
Arthur Meighen,
Ottawa, Ont.

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Ref. to Meighen
Sent 20. XII 24

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036919

House of Commons
Canada

OTTAWA, December 12, 1924.

Rt. Hon. Arthur Meighen,
House of Commons,
OTTAWA.

Dear Mr. Meighen,-

Mr. Chaplin would like you to advise him with regard to a bonus being paid by the Government on shipments of coal from Nova Scotia to Ontario and Quebec. He wants to know particularly on what authority these payments are being made.

Thanking you, I am,

Yours faithfully,

J. V. Johnson

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036920

CABLE ADDRESS "BREMCOAL"

BRITISH EMPIRE STEEL CORPORATION, LIMITED

BITUMINOUS COALS
"ACADIA"
"DOMINION"
"OLD SYDNEY"
"SPRINGHILL"

DOMESTIC
COKE

HALIFAX, NOVA SCOTIA,

December 18th, 1924.

Buckley Coal & Cont.Co.,
Halifax,N.S.

Dear Sirs:

Commencing January 1st,1925, we have decided to discontinue selling to you direct, as we are endeavouring to reduce the number of our accounts that we have at present in the City.

It will therefore be necessary for you to purchase our Coals or Coke from any of the following Dealers: S.Cunard & Co.Ltd., Healy & Co., Wm.Roche, R.E.Archibald, G.E.VanBuskirk Co.,Ltd., Union Coal Co., or G.B.Goodwin & Co., and we hope that in our making this change that the same will not in any way interfere with the pleasant relations that we have had with you in the past, and that you will continue to place your business with us through the above mentioned channels.

We have also decided, commencing January 1st,1925, to discontinue the practise of supplying coal from our Wharves to the so called "Hawker Trade" and we would ask you to kindly govern yourselves accordingly.

Yours truly,

JAC/KF.

District Manager of Coal Sales.

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Personal. Ottawa, December 19, 1924.

My dear Sweatman:

I wish you could give me an account of the inside happenings in the recent investigation into the alleged Winnipeg coal combine. I hear there are some recommendations made by the Commissioner which are not likely to be carried out. It occurred to me that you probably had about as full knowledge of the matter as anybody and it would certainly be of advantage to get as full an account as you can sent. Whatever you send will remain confidential and be treated as you request.

Also can you get me any further light on the matter you came down to Ottawa about. That is, the question of the pulpwood lease.

Yours very truly,

Traverse Sweatman, Esq., K.C.,
Barrister,
Winnipeg, Man.

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036922

Richards, Sweatman, Fillmore & Riley

BARRISTERS AND SOLICITORS

S.E. RICHARDS, K.C.
TRAVERS SWEATMAN, K.C.
W.P. FILLMORE
HAROLD J. RILEY
W. DOUGLAS WATSON

R.T. ROBINSON
ROBERT LENNOX

CABLE ADDRESS
"RICHAFF"

OFFICES: 303 GARRY BUILDING
250 PORTAGE AVE.

Winnipeg, Canada

23rd December, 1924

IN REPLY PLEASE REFER TO
OUR FILE NO. 5449

The Right Honourable Arthur Meighen,
Leader of the Opposition,
House of Commons,
OTTAWA.

Confidential

My dear Arthur,

I am in receipt of yours of the 19th inst. and presume you refer to the coal investigation which took place some months ago and in which Mr. David Campbell, K.C. was commissioner. Of course you are aware that at the present time he is holding another investigation to ascertain whether there is a coal combine in Winnipeg or not, but there have been no recommendations made as to the latter as yet; the Commission is still in session.

As to this last investigation, it seems to me a pure waste of money. There is no evidence that I have seen of any combine and the general opinion is that the coal dealers here are not making any money. It looks like a soft job at $100.00 a day for David Campbell and M.G. Macneil, the Counsel. It is now proposed that this Commission shall go to Edmonton and investigate the high price of coal at the

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mines, and it looks as though it might be sitting off and on for the whole of 1925.

The first Commission had to do with Tuxedo Barracks coal supply and was largely arranged to find out why the Canadian Coal Sales Company seemed to be able to get all the contracts. The Canadian Coal Sales Company is managed by F. DeSieyes and G.B. Aldous, two sons-in-law of Mr. George F. Galt. The evidence as reported in the Press seems to show pretty clearly that the Canadian Coal Sales Company sold as Cadomin coal a mixture of other coals which cost the Company very much less. The Commissioner also found out that coal to the extent of about $100,000 was never supplied at all although it was billed to the Government and paid for. The examination disclosed in Winnipeg that the findings are correct so far as they show that a great many frauds had been perpetrated upon the Government by DeSieyes. It is supposed that Aldous was weak-minded and more or less the dupe of DeSieyes, who planned the whole thing.

It is also understood here that there is no evidence whatever against General Ketchen or Colonel Poussette; in fact Campbell himself states that the evidence against General Ketchen is that he, Ketchen, stated to Campbell one day after the close of the sitting of the Commission, that he, Ketchen, had some time before forced DeSieyes to admit some wrong-doing which had that day been elicited by the Commissioner and that

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Ketchen had not previously reported this to the Commissioner. Ketchen's statement was a purely voluntary one, and it is incredible that he would make the admission if there were any guilt on his part.

As above stated, there is no evidence whatever against Pousette, but he has been relieved of his command, and as he has a family to support, this is a very serious thing.

I think it is also generally believed that the findings of the Commission as to the amount of the thefts are grossly exaggerated. Apparently the Commissioner made his findings on the presumption that everything that was not strictly accounted for had been stolen. In discussing this matter with a coal man who followed the evidence, he said that while there had been a great deal of substitution, the Commissioner's findings had really presumed that there had been no substitutions but that cars had been stolen outright.

The Commissioner's findings are so strong it seems to me that the Dominion Government ~~would~~ will be compelled to either have the evidence re-read or something of that kind or commence prosecution. I would be very sorry, however, from a personal point of view to see anybody connected with George Galt in this kind of a mess. I had DeSieyes once for a client and found him perfectly impossible. I compelled him to settle the suit in question and I know that I saved him about $5,000.00, but he has never come back to the office. He is one of these

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flighty Frenchmen with no brains.

Mr. David Campbell was originally a railway man and is engaged in railway practice. You possibly know him. He acts for the men in all their disputes, takes all the personal injury cases, etc. He is operating an office in Regina and Winnipeg. He is a life-long friend of Mr. Murphy, Minister of Labour, and apparently things are pretty soft for him at the present time. Most of us are quite envious!

In regard to the Pulp proposition, I think it is just as dead as any proposition can well be. After looking into the matter very carefully, the Committee of the Board of Trade made a report to the Council of the Board of Trade which was approved by the same. In a word, this report recommended a private sale to McArthur at a reasonable market price. Members of the Board felt that this could very easily be arrived at, having regard to the condition of the pulp market. There were two paper men on the Committee who were very strongly of the opinion that if the limits were put up for public auction we would have no pulp mill as it would be very easy for the larger paper interests to kill it by bidding up the price. McArthur had arranged the money with New York Bankers and his associates had a contract with the "Canada City Star" covering a large part of the output of the proposed mill. It was felt here that in view of the local conditions, lack of a market for the farmers' wood, lack of confidence - in fact all

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the conditions that you know pertain to Winnipeg and Manitoba - we were warranted in recommending the unusual action of selling three million cords of wood by private sale at a reasonable price. However, the "Free Press" led the opposition in the whole matter, and Mr. Dafoe apparently runs the Manitoba Government. The result is that the Spanish River representatives came here with Mr. Backus in the background, bid the price up to $2.00 over the Government minimum of 80¢. This in reality, with other charges, brings the price up to about $3.25 a cord - perfectly hopeless figures as far as financing a mill is concerned.

McArthur of course had nothing to lose and everything to gain by bidding the concession in and would no doubt have bid up to $5.00 if necessary. His position was this. He had bought the old limit at too high a price and his deposit on it of $50,000.00 was subject to forfeiture. Mr. Stewart, the Minister, told me in Ottawa confidentially that he wanted to help the old man out, and if he succeeded in bidding in this concession he intended to transfer the $50,000.00 paid on the old limit to the new one. I understand (but you should verify this) that an Order-in-Council was passed effecting this change. On the strength of this, McArthur put in another $50,000.00 here to qualify him to bid, but he is to get back his former $50,000.00. The original advertisement called for a deposit of $100,000.00 to qualify a person to bid, but this was reduced at the last

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minute by Order-in-Council to $50,000.00. Consequently, McArthur was not risking any more money - in fact, if he did not bid in this new concession, he would lose the $50,000.00 that he had put on the old one, because the Government had refused to pay it back to him.

Under the terms of the agreement, McArthur is to enter into a contract within ninety days of the sale, put up a mill at not less than two million dollars or something of that kind, within a period I think of two years, and to give a bond for $150,000.00 for the faithful performance of this contract. When this happens, his $50,000.00 is to be returned to him. You will now see this ninety days extended from time to time, and generally I think there will be a lot of wire-pulling to endeavour to get the money back. In the meantime, the pulp proposition for Manitoba is deader than the proverbial door-nail. If I can give you any information, please let me know.

I notice by the papers that "The Honourable Molly Black" has retired to accept a position in the Street Railway. I am sorry that Bracken is losing Black because I think he is a great source of weakness, and I certainly do not understand the Street Railway. Pat Burns got rid of Black in Calgary; they were sick to death of him in Edmonton and they wished him on the Grain Growers; Crerar after a short time handed him over to Bracken, and now apparently he has sold himself to

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the Street Railway!

In conclusion, let me take this opportunity of wishing you a Merry Christmas and a Prosperous New Year.

Yours sincerely,

Travers Sweatman

TS/RH

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Ottawa, December 26, 1934.

Dear Travers:

Many thanks for your letter of the 23rd. This is just the information I wanted. I would presume that the first investigation Campbell conducted was under the Inquiries' Act. Certainly there was no need for invoking any other act for an inquiry of that kind. Was Posette relieved of his command before the investigation or after.

The history of the pulp transaction is intensely interesting and will be worth following.

I was indeed surprised to see that the Winnipeg Electric had taken on Mr. Black. What they need with him I do not know. I hear that Attorney General, Craig and Mr. Bracken are hereafter to be Ministers of Finance on a joint basis.

my since Please accept and convey to Ellswood Richards my sincere appreciation of your telegram of yesterday. It came in the midst of our family festivities. I only hope both of you had as fine a day as we had.

Travers Sweatman, Esq., K.C., Yours very truly,
Barrister, etc.,
303 Garry Bldg.,
350 Portage Ave.,
Winnipeg, Man.

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036930

Halifax, N.S.
Jan. 2nd/1925

Right Honorable Arthur Meighan,
Ottawa.

Dear Sir;-

You told me, some time ago, that if I had occasion to write you, that you would be glad to hear from me.

I desire to tell you that the British Empire Steel has seen fit ttoo take me off their list of Dealers, at this port, and it is rather strange that the four firms that have been singled out should be all Conservative workers and leaving only one Conservative firm in the privileged seven. However as Senator Lorne Webster and Mr. Hector McInnis are directors of Besco. I thought you might be able to do something, not only for my friends but also for myself, as this puts me out of business and I have used every possible means to carry on, untill the 1st of May, without any result.

For your personal information I wish to state that, from 1911 down to 1921, I did not sell one single ton of Bitumious Coal, directly or indirectly to the Government. I did sell four hundred tons to the British Government and this was done in spite of every effort on the part of the Naval Service, to stop the sale, and the coal turned out to be a success.

From 1911 to 1921 Besco sold and done all the Government work in connection with coaling at this Port, except the work I did for the British Government, ander a contract, which I had for years, direct with the British Government, and which I still hold. And my record with the British Admiralty, I have reason to believe, stands high.

Since 1921 Besco has allowed two retail dealers, in this City, to come in and take the Government business without a tender or contract and in

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Fact our Government Vessels are using American Coal. It was humorous, to me, to see Mr. Armstrong running up to Ottawa for protection on Nova Scotia coal, although, personally, I think that Mr. Armstrong is about the most honest Liberal Politician I have ever met. Then Mr. McLurg boasting that not only was he a Liberal, but that his grandfather before him was a Liberal. And surely he was aware of American coal going into Government Vessels.

However I am not going to weary you with any futher details. I have done all I could with Mr. Hector McInnis. The Honorable Mr. Armstrong has seen Mr. McLurg and as a court of last resort I am asking you to see Senator Lorne Webster, and kindly let me know the results.

In closing I wish to state that it means that I will be compelled to move out of Halifax altogether.

I wish you the Compilments of the Season.

I am Sir,

Sincerely yours

J. P. Buckley

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Ottawa, Jan. 24, 1925.

Honourable L.C. Webster,

Montreal.

Dear Senator Webster:

Attached is letter from Mr. W.P. Buckley of Halifax, which you might read and return. Would you also intimate to me whether anything can be done to meet the request of the writer.

Yours very truly.

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Ottawa, Jan. 24, 1925.

Wm. P. Buckley, Esq.,
Halifax,
N.S.

Dear Mr. Buckley:

On my return from the South I have your letter of the 22nd already acknowledged by my Secretary. I am taking this matter up at once as you suggest and shall see if anything can be done.

Yours very truly,

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THE SENATE
CANADA

Montreal, January 26th., 1925.

Dear Mr. Meighen:

With reference to the complaint you received from a local coal dealer in Halifax, I think this matter might satisfactorily be left in the hands of Mr. Hector McInnes, K.C., who is one of the Directors of Besco, and who is also familiar with the whole situation.

I am under the impression that this account has never been satisfactory and that arrangements were made for this party to get his coal from other sources in Halifax through the local representative. Our friend is not satisfied with this method but wishes direct association with the mines, the policy of the mines being to deal only through their representatives. However, I will have something more to say when you next visit Montreal.

Yours truly,

L. E. W.

Right Honourable Arthur Meighen,
House of Commons,
O t t a w a .

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H. P. DUCHEMIN, K. C.
BARRISTER AND SOLICITOR

221 CHARLOTTE STREET

SYDNEY, NOVA SCOTIA

January 27th, 1925.

Rt. Hon. Arthur Meighen, M. P.,
Ottawa, Ontario.

Dear Mr. Meighen:

A couple of weeks ago the Maritime Division of the Canadian Manufacturers' Association passed a resolution regarding protection to coal and steel which was forwarded to ~~to~~ the head office of the Canadian Manufacturers' Association at Hamilton. On January fifteenth the Executive Council of the Canadian Manufacturers' Association at Hamilton adopted a resolution following the general tenor of that previously adopted by the Maritime Division and reading as follows:

"Whereas the policy of protection was established to encourage the development of Canadian industries;

And whereas this Association has always advocated adequate protection as one of its fundamental principles;

And whereas members of the Association located in the Maritime Provinces of Eastern Canada are asking the Dominion Government to provide more protection for the bituminous coal industry of Canada.

Therefore be it resolved that the Executive Council of the Canadian Manufacturers' Association assembled in Hamilton on January fifteenth, 1925, endorse the representations which are being made by our members for necessary protection for the Canadian coal industry."

It is quite possible that you are already aware of this action having been taken by the Canadian Manufacturers' Association. My reason for directing your attention to it at the moment is that it seems to be an answer to a doubt you have entertained as to the effect an upward readjustment of the coal duties might have on Canadian industries. In correspondence we had regarding this matter a year ago, you very correctly took the position that it would be unwise to become committed to a policy of increased protection to coal if such a policy would mean putting any important Canadian industries in a position

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which would make it impossible for them to compete with foreign rivals in the home market.

I would like very much to have your views on the question now that the position of the Canadian Manufacturers' Association has been so clearly defined. I am not, of course, asking for anything for publication, but I would like to have your views to aid me in future editorial discussion of a question which is of so much importance to the people of Nova Scotia.

With all good wishes, I remain,

Yours very truly,

H. L. DeLong

HPD/EA.

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Ottawa, Jan. 27, 1925.

W.P. Buckley, Esq.,

Halifax, N.S.

Dear Mr. Buckley:

With further reference to my letter to you regarding the Besco coal matter, Senator Webster has to-day informed me that the policy of the mines has been to deal only through their representatives. Would it not be well for you to have a talk with Hector McInnis who is one of the Directors of Besco, and who is familiar with the whole situation? I expect to visit Montreal in the course of a short time and shall have a further discussion with the Senator.

Yours very truly,

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The letter printed below was written in reply to an article in the Calgary Herald, stating that—

"EAST WANTS WEST TO BUY MORE"

This letter gives the reason why hundreds of thousands of dollars could be spent by the West in the East, if the East would only insist on their money being spent in the West instead of in the States, for coal. The attention of manufacturers and shippers, and all business men is directed to the statements contained in this letter, and continued action taken to force the issue without delay.

Behind those few words lies a tragedy, and the east has the solving of the question in its own hands.

The west wants to be able to buy more from the east, but while the east persists in sending its good Canadian money to the States by the millions of dollars a year for coal, which THEY can buy in the west, then so long will the east be looking to the west for business——and not getting it.

The east has the majority in our Dominion House of Parliament. Let them unite and find the nigger in the wood pile.

Presuming that two million tons of coal were taken from the west, starting right now. Average price of coal,

say, $4.50		9,000,000.00
Freight rate	$6.00	12,000,000.00
		$21,000,000.00

TWENTY ONE MILLION DOLLARS COMING WEST, or most of it anyway, instead of going to the states.

In the coal mining industry, about two-thirds of the proceeds goes to wages, and on the freight question, a large proportion also goes the same way.

Wages money is the quickest moving money in any country, and two million tons of coal is only a small quantity of the coal needed in the east. With the market assured, development of the western coal fields would proceed apace, providing more work, more wages, more carloads of food, clothing, supplies, machinery, etc., from the East, more homes and contentment in the west, and the Canadian National would get a large proportion of the 12 millions in freight during the period of slackness.

The writer has seen many letters from large firms in the east, expressing great satisfaction with trial carloads of coal shipped under special freight rates of last year, and asking for more, in large quantities as soon as a freight is established. Their customers want more. They use the coal, they pay for it, so they must be satisfied, or they would not ask for more.

Yet———someone has been hiring experts to say to the world that western coal is no good.———WHY?

An expert is a strange animal. You can hire one to swear any way you want him to apparently. Look at the coal cases. One will swear a man is insane, another that he is not—just according to the side that pays him.

Therefore, who is paying the experts to say that western coal is no good, when the man who buys it, burns it, says it is good, an wants some more? WHO?

That there is some political nigger in the coal pile somewhere is very plain. It is up to the majority of parliament members to find him, and dig him out, so that our country is not bled white by Wall Street, and other interests who haul American coal to Canada.

Ask yourself a few questions, and write down the answers so that you can thoroughly digest them:—

Would American politicians and citizens see millions of dollars going to Canada for coal while their mines were idle and men out of work? Ans..... .

Would America allow coke to be dumped without duty from Canada to compete with their own coal business? Ans.....

The answers are not hard to fill in.

Look at the duty on Canadian wheat.

Look at the duty on Canadian cattle.

Look at the various embargo clauses covering everything that remotely touches American manufacturers or their products in any way.

Where are our politicians,—the men who are elected to look after our interests, and paid in Canadian money for the work? It is a well known fact that one of our Canadian railroads, whose stock can only be purchased IN NEW YORK FUNDS IF BOUGHT BY CANADIANS, since the days of the war, is equipped with boats and freight lines especially for hauling American coal and coke to Canada, in immense quantities.

It is also well known that they are not in position to compete with the National line—the Canadian people's railroad, in hauling coal from the west to the east, owing to the National trunk line being built without grades, enabling the National to haul greater tonnage per train than their competitors.

These points are worth deep consideration, as they possibly have a great bearing on the question.

A threat of cutting at other points by other interests if the coal rate is given by the National would be a very serious matter, (that could be overcome by the Parliament—if they wished to do it) if such a threat were made. One cannot say it has been made, but, in looking for this nigger one must consider everything that MIGHT be done.

The National can haul western coal east at $6.00 per ton and make a profit————Yet————

TODAY, AFTER EXACTLY THREE MONTH'S RUN, in spite of the extremely cold weather, the western mines are closed for want of business. Hundreds of men are laid off for the season, millions of dollars worth of equipment lying idle, millions of dollars of eastern money going to America, AND THE EAST ASKING THE WEST TO BUY!———Can anyone imagine a more tragic jest

Right now is the time for this question to be settled, not by lobbying, not by political pull, not by the big interests, whose interests are not Canada——but—— by the Citizens of Canada, east and west combined in one force. It would mean development, employment, immigration, beyond the ordinary man's dreams, if the people would only get down to brass tacks and work it out, AND STAY WITH IT UNTIL THE QUESTION IS SETTLED IN THE RIGHT WAY. Do not be talked out of it by experts. Let the people who burn the coal decide. If they do not want it, they will not buy it, but, if they do want it, then LET THEM HAVE IT!

Let the shipments come from the districts known by the Alberta Government as the best in the west, and if any combine starts trying to run inferior coal as "well known coal" into the eastern market, let the penalty be hard enough to deter such action.

It would be the most wonderful opportunity for the fusion of eastern and western interests, without costing the country a cent. In fact, the country would benefit from the profit on the freight hauled by its own line.

Attached is a freight scale for hauling a trainload of western coal to Toronto, worked out by a railroad man at wage rates higher than are being paid now. It is approximately $4.60 per ton for a train of 2375 tons, and the National can haul that on their Trunk line in good weather, and the east will take its coal in the good weather.

Yours truly,
A. H. INGREY,
Wayne, Alberta.

Alberta Coal to Ontario—Freight Costs

(On a basis of a trainload of coal over sixteen divisions from any average point in Alberta to Toronto.)

16 engineers	$12.00——	$192.00
16 firemen	8.00——	128.00
16 conductors	8.00——	128.00
32 of a crew	6.00——	192.00
add 15% for delays		96.00
100% despatching and Supervision		736.00
50 section men at $3.00 each division, divided between 15 trains, $10 per train, 16 divisions		160.00
16 inspectors,	$5.00——	80.00
100% Supervision		240.00
16 engine despatchers, $5.00	——	80.00
192 tons coal	$7.00——	1344.00
Water		58.00
Repairs to cars		500.00
General repairs, engines		220.00
Running repairs		220.00
Train supplies		200.00
		$4574.00
Add 50% general supervision		2287.00
Allow 60% returning empties		4116.00
		$10977.00

Approximately $4.62 per ton for trainload of 2375 tons.

At $6.00 freight rate the railway company would receive $14,250.00 per train. Many of these items give a cost of one train that could be carried for many trains without extra cost, and a liberal allowance made for returning empties. The extra needs of the west from the east would materially increase freight to the west, and reduce this item. On an average, there are 40,000 empty box cars lying idle during the summer months, when the east would take the coal.

(Reproduced from the columns of The Drumheller Mail, issue Jan. 29, 1925)

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THE SENATE
CANADA

EDMONTON - ALTA.
January 30th, 1925.

The Right Honourable Arthur Meighen,
House of Commons,
OTTAWA - CANADA.

My dear Mr.Meighen:

I enclose herewith clipping from the Edmonton Journal and comment from the Edmonton Bulletin. From the first clipping you will observe that the Manufacturers' Association, Hamilton, are asking for protection for the coal industry. The coal producing areas of Canada are Alberta and Nova Scotia. In both areas the coal business is languishing. Last year something like $111,000,000 worth of coal was imported from the United States, of which amount I would say the province of Ontario took 80%. The freight rate on coal from Edmonton to Toronto is $9.00 per ton and this rate just shuts Alberta coal out of the Ontario market. A $7.00 rate would, it is said, enable us to compete with American coal in the Ontario market, while a $6.00 rate would enable us to drive American coal out of the Ontario market. The spread between the latter and no business at all would seemto be $3.00. If by the imposition of a tariff of $3.00 on American coal we could absolutely secure the Ontario market to Alberta, it would follow, I think in due course, that the railways could by solid trains and other expedients reduce the rate of $9.00 per ton substantially. If this were so, a tariff of $2.00 per ton might ultimately meet the case.

I have reason to think that the coal people here will in the near future take up the question of a duty on coal and the manufacturers in Ontario will find it extremely awkward to refuse to agree to such proposal without branding themselves with the charge of utter selfishness. It would follow, I think, if such a policy were adopted that many manufacturers would prefer to establish themselves in Alberta where the coal is to be had, minus the freight rate. Thus Alberta might become a great manufacturing province

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and thereby attached to the protective policy. Canadian railways would be given a heavy, consistent and lucrative carrying trade and the historical policy of an East and West development further fostered. Such a policy would confer great benefit upon the province of Nova Scotia which would thereby have the province of Quebec for its market with water transportation. I observe a very vigorous demand for some practical measures to relieve the situation in Nova Scotia; one of the proposals is a substantial tariff on coal. I would suggest that you give this matter careful consideration from all points of view. If it can be made to appear that it is a good thing nationally, you take hold of it and push it before the demand grows strong otherwise. In other words, put yourself in the forefront of the movement.

In 1923 something like $63,000,000 of farm produce was imported into Canada from the United States. While a proportion of this importation was undoubtedly early fruit and vegetables, the great bulk of it was not such and even if it were I submit that early fruit and vegetables are luxuries and not necessities and such early fruit and vegetables destroy the market for the Canadian producer. It is true that the Western farmer has not asked for a protective tariff on what he produces. His eyes are glued upon the cost of what he buys and he asks for free trade or lower duties with respect to the last mentioned commodities and, that being his policy, he deems it inconsistent to apply for protection on anything. I think the Conservative party in error in waiting for Western farmers to ask for protection. I suggest that the Conservative party should advocate the application of a protective tariff on all farm produce and that sufficiently high to exclude American produce from the Canadian market, including early vegetables and fruit.

I direct your attention to the fact that for some time wheat prices in Canada have been leading those in the United States. It seems to me that there are political possibilities in this fact.

Notwithstanding the high prices of grain, times are bad in the cities in Alberta. There has been a good deal of unemployment. Business and professional men are down to bed rock and are just managing to make ends meet. All the people I meet and mix with are ex-

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tremely hard up and are being put to all sorts of shifts and expedients to get by. I detect great dissatisfaction and restlessness and a demand that something be done, everybody carefully abstaining from saying what ought to be done.

Our political stock in trade always has been a protective tariff, and I feel that the time approaches when the advocacy of a tariff for Canada based primarily upon the American tariff and secondly with such modifications as may suit us will be very favorably received.

It is noticeable that membership in the Grain Growers' Association of Saskatchewan and in the United Farmers of Manitoba and Alberta continues to decline. In Alberta the chief object of the United Farmers' Convention is to kill the wild and foolish resolutions put forward by the minority. The Farmers' Government in turn takes practically no notice of the Farmers' Convention. By a series of legislative acts the present Government and the Liberal Government which preceded it practically destroyed the value of the farm mortgage. The other day a conference was held between the mortgage men, the leaders of the Farmers' movement and certain members of the Government. The mortgage men are led to expect that all or most of these Socialistic Acts of legislation will be removed and the mortgage restored to its original position of priority.

An agitation is on foot to bring about some arrangement with respect to rural credits, the Federal Government to find the money, the Provincial Government to lend it. My own opinion is that Provincial Governments are unfitted to lend their own money to say nothing of anybody else's, but the proposal will require gingerly treatment.

Yours faithfully,

Encs. W. A. Griesbach.

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PROTECT COAL INDUSTRY

Suggestion from Eastern Canada

Alberta stands to gain considerably, if the recommendations contained in a resolution passed by the executive council of the Canadian Manufacturers' association at Hamilton are put into effect. Encouragement and protection of the vitally important coal industry, through the creation of a tariff wall against the American competitors, is the suggestion put forward.

The resolution reads:

"Whereas the policy of protection was established to encourage the development of Canadian industries,

"And whereas the association has always advocated adequate protection as one of its fundamental principles,

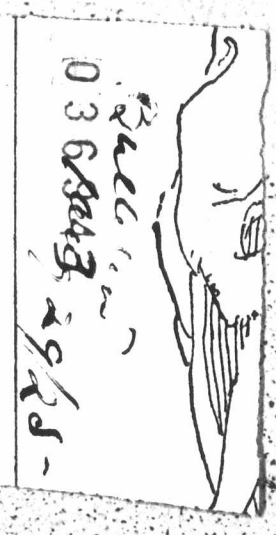
"And whereas members of the association located in the maritime provinces and western Canada are asking the dominion government to provide more protection for the bituminous coal industry of Canada,

"Therefore be it resolved that the executive council of the Canadian Manufacturers' association, assembled in Hamilton, endorse the representations which are being made by our members for necessary protection for the Canadian coal industry.

IREMAN'S HOME IS SCENE OF BLAZE

Hamilton manufacturers have endorsed the idea that a duty should be placed on coal sufficient to keep U.S. mines from cutting into the Canadian market. Should that be done the manufacturers will, of course, add the increase in price of coal—if any—to the selling prices of their products and pass the tax along to the consumer. None the less, they are consistent in backing protection for others as they demand it for themselves. Alberta miners have not asked for a duty, but if the Ontario coal users is minded to put a wall between himself and the Pennsylvania mines they can scarcely be expected to object.

A Canadian official pointed out to a Chicago



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FOUR 36944

Edmonton Journal

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LAST WEEK'S AVERAGE 23,855

THURSDAY, JANUARY 29, 1925

THE TARIFF ON COAL

The resolution which has been passed by the executive council of the Canadian Manufacturers' association endorsing the suggestion that a higher tariff be placed on coal is likely to have a far-reaching effect on the policy of the dominion and to bring about a large development in this province. It sets forth that the association has always advocated adequate protection as a means of encouraging the growth of Canadian industries and goes on to say:

> Whereas members of the association located in the maritime provinces and western Canada are asking the dominion government to provide more protection for the bituminous coal industry of Canada,
>
> Therefore be it resolved that the executive council of the Canadian Manufacturers' association assembled in Hamilton endorse the representations which are being made by our members for necessary protection for the Canadian coal industry.

Thus manufacturers of the coalless portions of the dominion have committed themselves to the advocacy of a duty on coal which will give the mines of Alberta and Nova Scotia an advantage over their American competitors in the central provinces that will compensate them for the longer distance which they have to ship their product. The manufacturers are large purchasers of coal and, with this tariff change, they will have to pay more for their supplies. But in the general interests of Canada they are prepared to do so.

Their willingness to meet this extra cost is evidence of the breadth of their outlook and inspires a new hope that the day is near at hand when Canadian fuel independence will be fully established. Towards this much progress has been made in recent years and the adoption of the recommendation of the association will assure it definitely. The federal government should lose no time in acting upon it.

If a tariff is maintained to give those sections of the country where manufacturing is conducted on a large scale an advantage over foreign competitors in the western and the far eastern provinces, there is every reason why the coal industries in these portions of the dominion should receive a similar protection, so that they may obtain a market in Ontario and Quebec. It is because the resolution passed at Hamilton so freely recognizes this that it has such great significance.

With the country to our south determined to keep up a high tariff wall against Canadian products, our economic future unquestionably lies in the expansion of trade between the provinces and with the mother country. The sooner this is completely realized, the sooner we shall be on the way to the prosperity which a land of our great and varied resources should enjoy. With conditions as they are, we cannot get along without a tariff, but it should not be one-sided. It should be framed so as to encourage development everywhere in the dominion and the establishment of an adequate duty on coal would be a most important step towards that end.

The lead which the manufacturers have given ought to be supported in every way possible by the people of Alberta, regardless of their occupations. None would profit more than the farmers of this province from such an expansion of coal mining within our borders as would ensue if we were placed in a position to supply a large share of the fuel needs of central Canada. A profitable market close at hand for Alberta farm products would be created and the farmers would be relieved of the necessity of shipping at a high transportation cost, so large a proportion of these such long distances. This being necessary at present, their returns are scanty as compared with those which an enlarged home market would give them.

The government and the people of the province ought to prepare to throw the whole weight of their influence behind the proposal. Alberta has too much at stake in the matter to warrant any hesitation on its part. Such a tariff on coal would serve to introduce a new and better era for the province and would be a factor in stimulating Canadian unity of interests, the value of which can hardly be exaggerated.

THE EDMONTON RIDINGS

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Besco Bulletin

For the employees of the Constituent Companies of the

BRITISH EMPIRE STEEL CORPORATION

and others interested in its success.

MONTREAL NUMBER ONE FEBRUARY, 1925

THE OBJECTS OF THE CORPORATION.

The aims and objects of the British Empire Steel Corporation are to consolidate and develope the coal and iron and steel industry in Nova Scotia; to band together the separate units of that industry into a stable confederation which will establish their operations more firmly than would be possible if they tried to maintain their separate identities; to promote a larger growth and a greater degree of usefulness than could be attained otherwise; to give ampler opportunity for employment with steadier wages and greater and more permanent good to the employees as well as to the whole of the people of the Maritime Provinces.

Some of these objects have been attained in the face of difficulties which were not foreseen when the Corporation was formed.

Business conditions have been very disappointing, the volume of trade has been insufficient to permit anything like full or continuous operation of the works of the Companies, or as large disbursements for wages as are desirable. Some people have wrongly supposed that the slackening of activity and the decrease in output and expenditure is due to the consolidation, but the truth is that conditions would have been far worse without the central control of their affairs and the co-ordination of their operations which that consolidation has made possible.

The purpose of this little paper is to give the employees of the Companies and others interested in its progress some detailed information about their affairs, some news of what is going on in the way of trying to improve conditions and some items of personal interest.

The Officers of the Corporation appeal to all to whom this bulletin and all that follow it may come, to co-operate with them in their efforts to make the British Empire Steel Corporation an institution to be proud of, an institution to be pointed to as an example of good fellowship and loyalty and united endeavour.

WILL YOU HELP?



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TARIFF REFORM

The Associated Boards of Trade of the Island of Cape Breton have issued a pamphlet containtaing the memorandum with regard to the conditions existing in the Coal and Steel Industries in Nova Scotia submitted to the Prime Minister and his Cabinet at Ottawa by Hon. E. H. Armstrong as spokesman for an influential delegation representing Municipalities, Boards of Trade and other public bodies in Cape Breton and the mainland of Nova Scotia.

The memorandum treats of conditions generally and includes matters that are of interest to the industries mentioned and to the Maritime Provinces as a whole, but some parts should be particularly noted by friends of this Corporation and the following condensed extracts should be kept in mind and impressed on everyone with whom the affairs of the Corporation can be discussed.

1. The duty of 53 cents per ton on bituminous run of mine coal is less than it ought to be in view of the fact that the amount expended in Canada for wages and supplies used in its production is greater in proportion to its total cost than the corresponding expenditures on most commodities which are subject to higher rates of duty. More than that, 53 cents per ton has a much smaller protective effect now than it had in former years. This rate should be maintained if it cannot be increased.
2. The duty on bituminous slack coal is absurdly low considering its relative value in comparison with run of mine coal. The rate of 14 cents per ton is only about 6 per cent upon the present value of slack coal and should be raised to at least 53 cents per ton.
3. Anthracite screenings now admitted free of duty should be put in the same category as bituminous coal because its only use is for steam purposes and as such it comes into direct competition with bituminous coal. The arguments that apply to the free admission of household sizes of anthracite are not applicable to screenings and dust.
4. The proposed national scheme for the utilization of Canadian coals by converting them into smokeless fuel in coke ovens or otherwise, should be commended whenever it is possible, but care should be taken to impress the necessity of confining any assistance that may be given by Government *to the use of Canadian coal.* Otherwise the primary object of the scheme will not be attained and instead of being dependent on the anthracite mines of the United States for the whole of its household fuel Canada will be drawing part of that supply from United States bituminous mines and the Government will be assisting to make the change without benefit to the Canadian coal miners or the people generally.
5. In order to encourage a wider distribution of Canadian coal the Government should enlarge and promise to continue the policy begun last year by which coal companies received a subvention against cost of carriage inland from the St. Lawrence ports. This subvention should apply to inland water transportation as well as to rail shipment.
6. The utmost encouragement should be given to the revival and maintainance of the primary phases of the iron and steel industry, both for the purpose of giving Canada an independant supply of pig iron and semi-finished steel and because the steady development of coal mining depends upon the possibility of finding an outlet for large quantities of coal as fuel for iron and steel works.

Some further comment will be made on this in a later bulletin.

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(36947)

WHY WERE OUR WORKS IDLE?

Some people are afraid that we are not keeping our place in the procession—that we are having all the hard luck and that the other works are getting away with some business that we should get. The Special correspondent of the *Iron Age* who investigated conditions in all the Canadian Iron and Steel Works makes it quite plain that they are much the same in Ontario as they are in Nova Scotia and that the reason is not one that applies to one locality more than another, but is general. It is simply *Tariff reductions!* To use his own words these have had *a disastrous effect!* Some of the furnaces and mills in Ontario which are surrounded by a large consuming population have had a little advantage, but not much. The decrease in production of pig iron in all Canada last year was about 31 per cent—the decrease in the output of the Sydney furnaces was 35 per cent. The great trouble is that the total output of all Canadian furnaces in 1924 was less than 600,000 tons. In 1918 it was nearly 1,200,000 tons. The normal requirements of the Country should absorb over 2,400,000 tons of pig iron and derivative commodities.

THE HALIFAX HERALD of 2nd February reproduced some figures relating to the iron and steel industry in Canada which may be found in statistical statements published by one of the departments of Government at Ottawa. Set out in tabular form they are as follows :—

	1920	1924
Men employed in furnaces and Mills	11,874	5,886
In Secondary Industries	101,887	69,485
Wages paid—Furnaces and Mills	$22,824,520.	$7,825,286.
In Secondary Industries	$125,680,417.	$83,806,802.

Commenting on these figures the *Herald* says :

" What do these figures tell us? That the work is being done in the United States. It is there that men find employment. It is there that wages are being earned—while Canadian mills are closed down."

WHAT OUR COMPETITORS THINK.

(*Extract from " Iron Age," 29th January, 1925*)

Why the Canadian Iron and Steel Industry is Depressed.

Why does the iron and steel industry in Canada languish? This is a question of importance and the Toronto representative of the " Iron Age" was requested to make an investigation and report, especially as to whether the frequent reductions in tariff rates had had any effect on the prosperity of tke industries in the Dominion.

Mr. Sanderson's investigations and report show that the tariff, or rather lack of it, has had a very important effect not only in reducing production but in causing many workmen to leave Canada for the United States, where employment conditions have been more satisfactory. Canadian iron and steel industry is experiencing severe competition from many directions, The action of the Government in connection with its budget for 1925 is awaited with interest.

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CANADA

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NEWS ITEMS.

Mr. F. W. Gray's many friends, who have been concerned about his very serious illness, will be glad to know that he is recovering and that he may soon be able to leave the Montreal General Hospital where he has been for over a month.

The President paid a flying visit to Nova Scotia in January for a conference with Mr. McLurg and the other officials at Sydney with reference to operations during the current half-year. He is much pleased with the condition of the works there, which have never been in better shape.

Sales of Ore to Germany are being negotiated through the London Office. Already a conaiderable tonnage has been closed and it is hoped that by the time the shipping season commences further contracts may be made. This will provide some employment for the miners at Wabana, but it seems a pity that there is no encouragement to use a larger quantity of this ore in Canada and that it has to go abroad to furnish material and provide employment for foreign workmen.

Messrs. Stewart and Cunningham, District Managers of Coal Sales in New Brunswick and Nova Scotia, were recently in Montreal consulting with Mr. A. M. Irvine, General Manager of Coal Sales, about the programme for the current season; Mr. I. Moeller of the Eastern Car Company has been working with Mr. H. B. McNeil in a strong push for an order for cars. Mr. Merrill, General Manager of Steel Sales through their efforts is in a position to announce that a contract is likely to be made for 175 automobile cars This will furnish some work at the Car Shops and will use up some steel. It would have been better if it were larger, but it is not to be 'sneezed' at.

The new Government Elevator at Halifax will require more or less steel for concrete re-inforcement and possibly other steel that can be supplied from Sydney. Everybody should be on the look-out for a chance to help the Sales Department to get it all, and to get any work that can be done by the Shipyards' shops at Halifax.

Mr. Hugh Gillis, Superintendent of Mines and Quarries and Mr. C. B. Archibald, Manager of Wabana Ore Mines, have returned from a visit to some of the big mining centres in the United States where they have beeu studying new methods and equipment with the object of introducing any improvements that may be possible in the mines at Bell Island. These are "no that ill" as the Scotsmen say, but they will no doubt be better as time goes on and new ideas are put in practice.

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Ottawa, February 2nd, 1925.

Dear Mr. Armstrong:

Many thanks for your kindness in sending me copy of memorandum dealing with present conditions in the coal and steel industry of Nova Scotia.

Yours very truly,

Hon. E.H. Armstrong, M.P.P.,
Premier of Nova Scotia,
Halifax, N.S.

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Ottawa, Feb. 3, 1925.

General the Honourable W.A. Griesbach,

The Senate,

Ottawa.

Dear General Griesbach:

Many thanks for your letter of the 20th. I am indeed pleased with the clippings from the Edmonton Journal. I have read your letter to-day to the Honourable R.B. Bennett and he agrees with every line of it. Will see you in a few days.

Yours very truly,

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Ottawa, February 4, 1925.

Dear Mr. Duchemin:

A short absence prevented an earlier answer to your letter of January 27th. It was good of you to draw this resolution of the Manufacturers' Association to my attention. In any event I had come to the conclusion that there was no logical answer to the demands of the Canadian coal miners for protection on their product and I intended on the opening of Parliament to come out flat-footed for a real protective duty on coal. Today I have filed a resolution which by this time will probably be telegraphed to you, setting out the Party's position on the tariff and subjects incidental thereto. I feel certain from what I know of your views that it will meet with your approval throughout. As a matter of fact I think that if it is designed to attract support more in one part of Canada than another that part is the Maritime Provinces.

Yours very truly,

H.P. Duchemin, Esq., K.C.,
221 Charlotte St.,
Sydney, N.S.

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036952

Halifax, N.S.
Feb. 4th/25

172

Right Honorable Arthur Meighan,
Ottawa.

Dear Sir;-

I thank you for the interest you have taken in my affair with Besco. I have appealed to Mr.McLurg and Mr.Irwin and I have seen Mr.McInnis,here,and it would appear,to me, from my conversation with him,that he was aware that I should be cut off from their list of Dealers.

S.Cunard Co. have been bringing in large quantities of American Coal and in order to regain their trade Besco discriminated against the other Dealers,not only in price but also by cutting out four Dealers,in Halifax,from their list of Customers,to please S.Cunard Company.

I am enclosing a copy of their letter to me and as I had control of the " Hawker Trade",it is easy to see the position they have left me in.

Senator Lorne Webster,being a director,can help me in this matter,so can Hector McInnis,if he wants to. I have not apoken to any of our Party Workers,in regard to this matter,but it will surprise you to hear that Mr.Armstrong and several promenant Liberal Workers,in this Constituency have offered to take this matter up,for me,and to be honest with you,in this affair,I blame no one but Hector McInnis,as he told me that he was aware of the details and had been working on them for some time. You are at prefect liberty to make whatever use of this letter you see fit.

Your's truly

Wm P Buckley

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036953

H. P. DUCHEMIN, K. C.
BARRISTER AND SOLICITOR

221 CHARLOTTE STREET

SYDNEY, NOVA SCOTIA

February 9th, 1925.

Rt. Hon. Arthur Meighen, M. P.,
House of Commons,
Ottawa, Ontario.

Dear Mr. Meighen:

I thank you for your letter of the fourth instant and for the information it contains. I was delighted with the position on the tariff, transportation, and the development of Canadian ports, set forth in your tabled resolution, of which, however, only a summary has as yet reached me. Conservatives in this part of the country are more than pleased with the course you adopted in placing the Party's platform before the country in this very effective manner. The specific mention of coal mining, farming and fishing as industries entitled to fair protection under an expanded national policy, is enthusiastically received, not only by Conservatives but by prominent Liberals, to whom disillusionment has come after three years experience with the King government's tariff "relief" measures.

With all good wishes, I remain,

Yours very truly,

H. P. Duchemin

HPD/EA.

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CANADA

LOCAL UNION NO. 4536

United Mine Workers of America

2

036954

Phone 607-2 DOMINION NO. 6, N. S. _____ 192

Right Honourable

Arthur Meighan.

House Of Commons

Ottawa.

Dear Sir:-

At the last regular meeting of the UM.W. of A. local # 4536, Dominion # 6 a resolution was unanimously adopted directing the Executive Officers of our local to draft a letter communicating to you some of the general conditions in and about Colliery Dominion # 6.

During the calendar year 1923 this colliery worked 207 days. 142 datal men were employed at wages ranging from $2.33 to $3.75 or an average of $ 3.20. An illustration of the position of a married man with a family of six children (this being our average family) would appear thus:

Income	207 days @ $ 3.30		$683.10
Exp.	House Rent	$84.00	
	Coal	92.00	
	Light	28.80	
	Sanitation	3.00	
	Dr., Hospital, Relief etc.	49.40	
		$257.20	257.20
	Net earnings		$425.90

In 1923 this man had $425.90 to provide all the necessaries of life, clothe himself, his wife and children and meet the many obligations of a citizen.

During the year 1924 this colliery worked 173 shifts. 181 datal men were employed on a scale of twenty different rates, ranging from $ 2.63 to $ 4.90 or an average of $ 3.94. The largest number of men employed at one rate was 45. These were paid $ 4.05 per day. For our purpose we take this wage of $ 4.05 and not the average of $ 3.94.

Assuming that a man lost no time his total income would be

173 days @ $ 4.05 $ 700.65

Deductions made in Coal Co's office:

Rent including sanitation	$ 1.74		
Light	.50		
Dr.	.40		
Relief	.30		
Hospital	.25		
Coal	1.50		
U.M. W?	.25		
	$ 4.94	for 52 weeks	256.88
			$ 443.77

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CANADA

2

LOCAL UNION NO. 4536

036955

United Mine Workers of America

2

Phone 607-2 *DOMINION NO. 6, N. S.* *192*

This mine worker provides himself with a working outfit. In answer to inquiries we get information that leads us to conclude that the following is a modest average allowance for pit clothes and working outfit:

3 Pairs Shoes @	$ 3.50	$ 10.50
4 Suits Overalls	2.75	11.00
3 Suits Underwear	2.00	6.00
5 Pairs Socks	.40	2.00
1 Cap, 1 Belt		1.00
Lunch Cans		2.00
		$ 32.50

Deducting this amount from the net income as above we have $ 443.77 less $ 32.50 leaving a balance of $ 411.27. Out of the $ 411.27 our wage earner has to provide for himself and family. But while he has earned this sum in 173 days he and his family must live 365 days, or 52 weeks of the year. The simplest processes of arithmetic show that he has $ 7.91 on which to live, clothe his family, provide all things necessary for their education, meet all the obligations of a citizen and support his Lodges and his Church.

Mr. McLurg Vice-President of B. E. S. Co is alledged to have declared that a miner and his family can live on $ 17.50 per week. (Much depends on the meaning of the term "live"). If that were possible, if Mr. McLurg believes it, we assume he is the only man in touch with the mining sections of Cape Breton who does.

We attach herewith some weekly family budgets which cover a period of some weeks. For purposes of comparison we take that marked "A". This is the budget of a family of nine. During those weeks the Father is idle which explains why some of the items are pared down. You note that fresh beef is not on the list, that there is only one quart of milk per day for a family of nine, that there is no canned cream or milk, that a number of items are conspicuous by their absence. Yet that modest budget totals $16.45. According to Mr.McLurg's alledged statement this man would have $17.50 less $ 16.45 or $ 1.05 a princely sum indeed with which to clothe his wife and family, etc, etc, etc.

Budget "A" reduced to terms of meals comes to 9 cents per meal per member of the family. But according to the statement re net earnings this man has less than $8.00 ($7.91) with which to provide the necessaries of life for his family, or a little more than 4 cents per meal per member.

Now we note that the Minimum Wage Board of Ont. in Oct 1923 set the lowest wage on which a Saleswoman in Toronto could live decently @ $ 12.50 per week. That figure still governs and is taken as a standard. An allowance of $ 2.39 per week is made for clothing, and $3.11 for sundries, which include recreation, amusements, church, charity etc. That is an allowance of $124.40 for clothing and $162.00 for sundries per year.

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CANADA

036956

DISTRICT 26

United Mine Workers of America

LOCAL NO. 4536

DOMINION NO. 6, C. B. _____ *192*

It is not necessary to itemize all the articles of clothing and sundries allowed. They are only those necessary for "Minimum Subsistance". Where are the miners of Cape Breton to procure the money to provide the necessities of "Minimum Subsistance" for their wives and daughters? And where are they to obtain the means to purchase clothing for their children, provide school necessaries, etc

The facts of the situation at present are such that only a visit to some of our homes can adequately reveal them. In some cases they are beyond description. President J.W.MacLeod of District 26 in his questionaire addressed to the Winfield Board of Conciliation said that housewives were using flour bags to cover the nakedness of their children. This is not an exaggeration.(for they are here dozens of them shoeless, stockingless, and without underwear). He might have added that mothers in some homes utilize cement bags and the coarse material of feed bags to make some sort of bed clothing to keep their children from freezing at night. These things can be seen not in homes of wastrels and drunkards. They are to be seen in homes where the Father is sober, industrious, frugal and would gladly "sweat on the job" if he had an opportunity to work.

In the face of all the facts we have but briefly outlined above we are offered a 10% cut, with no guarantee of more work than in 1923 or 1924. For our protest we are branded "Red". The facts are that the majority of our citizens are law abiding, moral living, God fearing. But the conditions in which too many are compelled to subsist, the conditions in which they are compelled to "grow up" rather than bring up their children tends to drive them to madness. Surely human personality is our most sacred and valuable possession, and surely this industry should be carried on in such a way that human life would be richer and not ground to powder.

At the present rate of progression or rather retrogression the day is not far distant when coal mining will cease in these parts. Before B.E.S.Co came into existence we had our difficulties and our troubles, but all in all we had more work and our money had more purchasing power than to-day. The advent of B.E.S.Co may have proven a blessing to a few high financiers but a bane if not a

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United Mine Workers of America

Local No. 4536

DOMINION NO. 6, N.S._____ _____192

but a bane if not a curse to the great majority of citizens.

Steps should be taken by the authorities of our land either to mend it or to end it.

Dominion No. 6,

Cape Breton.

February 9, 1925.

Pres.

Jas. D. McQueen.

Signed / John S Stubbart Secretary.

Angus McLeod Treas.

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CANADA

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United Mine Workers of America
Local No. 4536

DOMINION NO. 6, N. S._____192

Budget " A"

This is a copy of a weekly budget for a family of 9. Owing to the Father being idle it is pared down. It will be noted there is no fresh meat in it.

¼	bbl Flour	$ 2.85
3	lbs Butter	1.50
1	" Tea	.70
2	" Lard	.50
7	" W.Sugar	.70
2	pk R. Oats	.80
1	gal Molasses	1.00
2	bars Soap	.18
2	pol "	.20
1	bag Table Salt	.12
7	qts Milk 16 ctl	.12
4	lbs Beans	.40
2	" Milk Toast	.36
1	" Raisins	.25
1	" Currants	.30
½	" B. Powder	.25
2	" Bacon	.70
4	" Cr. Beef	.80
	Cabbage	.20
	Turnip	.12
	Potatoes	1.00
2	" Cheese	.80
2	" Pork	.40
1	doz Eggs	.60
2	only Mackerel	.40
1	plug M.M.Tobacco	20
		$16.45

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LOCAL UNION NO. 4536

D 36959

United Mine Workers of America

2

Phone 607-2 *DOMINION NO. 6, N. S.* _____ *192*

The following indicate the prices paid for fr3sh beef in Dominion # 6. These items are copied from a family budget covering several weeks:-

1½	lbs	Steak	@ 30	.38
2½	"	Meat	25	.63
2	"	Steak	30	.60
2½	"	Beef	20	.50
1½	"	"	20	.30
3½	"	"	25	.88
2	"	"	22	.44
1½	"	Steak	28	.42
3	"	Beef	24	.72
2½	"	"	18	.45
2	"	Steak	28	.36
1½	"	Steak	28	.42
4	"	Beef	24	.96
				$ 7.06

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036960

House of Commons
Canada

172

February 10, 1925.

Dear Mr. Meighen,-

In order to complete your file, I return herewith Colonel E. C. Phinney's letter which accompanied yours of the 10th April, 1924.

Yours faithfully,

The Rt. Hon. Arthur Meighen, K.C.,M.P.,
House of Commons,
O t t a w a, Ontario.

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A.B.C.
Western Union
Legal Codes

Cable Address, Dawapir

Daley, Walker, Phinney & Vair
Barristers, Solicitors &c.

Tramway Building

Gordon McL. Daley
John A. Walker
Earle C. Phinney
J. Douglas Vair

Halifax
Canada

April 7th, 1924.

Right Honorable Arthur Meighan,
Ottawa,
Canada.

My dear Mr. Meighan:-

I have just learned that the Inverness Coal fields are to be developed and that Sir Henry Drayton among others, is interested. We, as a firm are anxious to enlarge our sphere of influence, and a client such as this new organization would assist greatly in doing so.

As you know, all the partners of this firm are working conservatives and I feel we can be of increasing benefit to out Party as time goes on, but it is advisable as you can readily appreciate to make as many influential connections as possible in order to enlarge our sphere of influence and usefulness.

I do not want it to appear that I am canvassing for business, but knowing that this new organization will require local Solicitors I consider it would be of general benefit if we were connected up with them in a legal way.

We have just completed satisfactorily the reorganization of Clarke Brothers, Limited, one of the largest Kraft Pulp concerns in Canada, and with this reorganization there passes out one of the most formidable liberal influences in Western Nova Scotia.

If you consider there is any virtue in my suggestion possibly you would take the matter up with Sir Henry, or whoever may be the proper person.

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I trust you are enjoying a satisfactory session and that affairs are progressing as you would wish.

With kindest regards, I am,

ECP/L

Yours faithfully,

E. L. Pinard

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036963

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Ottawa, Ont., 12th February, 1925.

Dear Mr. Duchemin,

Yours of the 9th instant reached me today. I am glad to know that the terms of the resolution which I placed on the Order Paper the day before the Opening meets with your approval. I felt myself it was so worded as to make a strong appeal to the Maritimes, but a word to this effect from you is greatly appreciated.

I am attaching herewith copy of the Resolution as it was given to the Press.

Yours very truly,

H. P. Duchemin, Esquire, K.C.,
Sydney, N.S.

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036964

Glace Bay, N.S.,
February 20th, 1925.

Honourable Arthur Meighan,
House of Commons,
Ottawa, Candad.

Dear Sir:-

Confirming our telegram of to-day:- to Thornton:
"CITIZENS NOT ASKING FOR FURTHER ORDERS BUT DESIRE THAT TWENTY FIVE PERCENT OF RAILWAYS PRESENT ORDER BE BANKED AT ONCE TO RELIEVE PRESENT DISTRESS IN THAT EVENT COMPANY GUARANTEES IMMEDIATE OPERATIONS LETTER FOLLOWING"

Beeause you appear to have misunderstood our request in the telegram sent you on the 17th instant, we desire to further explain our situation.

The Citizens of Glace Bay, are not asking you to "Add to your more than sufficient stock", but they do ask that you agree to take a portion of banked coal, say twenty five per cent, mixed with the fresh mined coal when taking delivery during open navigation.

Mr. McCann informs us that if you are willing to do this the Coal Company would at once begin operations and the distress consequent unemployment would be relieved here.

The Citizens of Glace Bay, believing that the time for destructive criticisms is past and something constructive being necessary, are gladly endeavoring to do something to aid in securing steadier employment for the laborers in the Company's employment.

One of their aims is to create a better spirit between the men and the Company, so that there will be less suspicion and distrust than has heretofore existed.

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The importamce of our Coal Mines, must be apparent to all who take the imperial view. During the War, when our men were enlisting in large numbers, the recruiting office in Glace Bay was closed, it being necessary for men to remain and work the mines. If, at that time, the Coal Mining business of Glace Bay and surrounding Districts, was considered important, should not our Government now give some consideration to the industry and the men, and do as above requested. Our men and our coal were considered in that crisis to be of great value to our Dominion and Empire; if that is so, are they not worth the same extra consideration on the part of the greatest consumer of our Coal to-day.

The rate at which some of our Collieries are working may be shown from the figuers gathered from Dominion No.6: In 1922 it worked 211 days; in 1923, 207 days; in 1924, 173 days and Mr. McCann intimated that in 1925 it would likely work less than ever. In the face of this retrogression, it is not difficult to see that the industry will not long support the community, despite the fact, that almost inexhaustible supplies of Coal are here.

Our aim is not to embrass the Government or the C.N.R., but to endeavor to produce a better feeling between the men and the Company and show the men that both the Company and Government are doing all in their power to relieve the present distress and promote future good will.

Yours sincerely,

M. T. Sullivan Chairman.

a. M. MacLeod Secretary.

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036966

JOHN M. IMRIE,
MANAGING DIRECTOR

A. B. WATT,
EDITOR

CHAS. R. MORRISON,
MANAGING EDITOR

Edmonton Journal
DAILY AND WEEKLY

NEWS AND
EDITORIAL
DEPARTMENT

not encld

EDMONTON, February 20, 1925.
ALBERTA, CANADA

Personal.

Hon. Arthur Meighen, B.A.,
Leader of the Opposition,
Parliament Bldgs.,
Ottawa, Ont.

Dear Mr. Meighen:

It was a pleasure to receive your kindly note of the 13th inst. You will be interested in the enclosed clipping of a resolution passed by council of the Edmonton Board of Trade. This resolution has all the more significance because passed by a body that represents in its personnel all shades of political opinion. However, these men were facing at close range an actual situation of an important Canadian industry struggling along on a part time basis while its legitimate market is secured by foreign producers. They were able to see and do see how adequate tariff protection would revive this industry and were not afraid to come out boldly with this unequivocal resolution. The resolution was passed with only one dissenting vote.

Yours sincerely,

John M. Imrie

Managing Director.

John M.Imrie/M.

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EX - EDMONTON JOURNAL Feb. 21, 1925.

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Resolution passed by the Edmonton Board of Trade.

Tariff on Coal.

WHEREAS coal mining is one of the chief industries of Nova Scotia, Alberta, and British Columbia;

AND WHEREAS approximately 17,519,439 tons of bituminous coal, 5,167,881 tons of anthracite and 512,079 tons of coke, representing a total value of approximately $101,742,734 are imported annually into Canada from the United States;

AND WHEREAS because of these imports Canadian coal mines are being operated on a part time instead of full time basis, and thousands of Canadian miners are out of employment thereby;

AND WHEREAS the development of the Canadian coal industry to supply the coal represented by these imports would give full time employment in that industry to about 50,000 Canadian workmen, representing, with their families, 250,000 people, thus providing an enlarged market for Canadian agricultural products and manufactured goods and increased traffic for our railways;

AND WHEREAS the Canadian Manufacturers' Association, the members of which are the largest individual consumers of coal and coke have expressed their willingness to have higher protection for the Canadian coal industry;

BE IT RESOLVED that Edmonton Board of Trade go on record as favoring an increase in the duty on bituminous coal and as recommending a duty on anthracite and coke, the amount of duty in each case to besuch as expert enquiry may show to be adequate for the development of the Canadian coal industry to meet the coal requirements of Canada and insure full independence for this country;

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the prime minister of Canada, the prime ministers of Nova Scotia, Alberta and British Columbia, the minister of trade and commerce, the minister of customs, the minister of the interior, the Canadian Manufacturers' Association, the Western Canada Coal Producers' Association, and the Northern Alberta Coal Producers' Association.

Passed by special meeting of council of Edmonton Board of Trade, Tuesday February 10th.

The Dumping Memorandum read:

Your committee, after consideration of the memorandum submitted to the Council on the above date, have passed the following resolution:

RESOLVED that in the opinion of the Edmonton Board of Trade that the present Dumping Act and regulations thereunder be amended so as to embody clearly the following conditions:

That the law require that appraisal of all coal and coke shall be made at the fair market value of the imported article at the

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point of production, plus the cost of transportation and other charges to the point of export, and, in addition to the duties otherwise established, there by levied, collected and paid on such articles on their importation into Canada a special duty or dumping duty of 50 per cent of the fair market value of the imported article at the point of production in the country of origin.

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036969

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Ottawa, February 23, 1925.

Dear Sir:

Many thanks for sending me copy of letter you have written to Sir Henry Thornton under date of February 20th, with regard to orders for banked coal to be mixed with fresh mine coal. I am glad to have this information and you may rest assured I shall give careful consideration to the question should it come before me in any way.

Yours very truly,

A.M. MacLeod, Esq.,
Glace Bay,
N.S.

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036970

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Ottawa, Feb. 24, 1925.

Jas. D. McQueen, Esq.,
Pres. United Mine Workers,
Dominion No. 6, C.B.,
N.S.

Dear Mr. McQueen:

Many thanks for the letter which reached me several days ago, but which owing to parliamentary pressure I have been unable to acknowledge until to-day. This will be very useful, and I am glad you have forwarded it to me.

Yours very truly,

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036971

THE NORTHERN ALBERTA BRANCH
CANADIAN INSTITUTE OF MINING AND METALLURGY

M. J. HILTON, CHAIRMAN
L. W. CASHMAN, SECRETARY

819 McLeod Building,
EDMONTON, ALBERTA

February 24th, 1925

Hon. Sir Arthur Meighan,
OTTAWA, Ontario.

Dear Sir:

Attached is copy of preamble and resolution adopted by the Northern Alberta Branch Canadian Institute of Mining and Metallurgy relative to the report of the Fuel Committee of the Engineering Institute of Canada.

I am instructed by the executive to submit the above for your information.

Yours truly,
H. M. Roscoe
Secretary,

Northern Alberta Branch
Canadian Institute of Mining & Metallurgy.

HMR:LR
encl.

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036972

February 14, 1925.

At a meeting of the Northern Alberta Branch of the Canadian Institute of Mining & Metallurgy, held in Edmonton on January 30th.1925, the report of the Fuel Committee of the Engineering Institute of Canada was read and discussed. It was the opinion of the members present that many of the findings of this Committee were of great value, but exception was taken to some of the statements made.

1. "That the Railways had not sufficient equipment lying idle during the summer months to take care of more than 250,000 tons of coal"

Under date of June 30th.1924 the Railway Association of Canada circularized the Canadian Boards of Trade; the following are excerpts from this circular:-

(a) "The railways respectfully suggest that Fall and Winter supplies of coal and other storable materials should be purchased now, and for immediate shipment".

(b) "At the present time there is available in Canada and the United States a great surplus of transportation comprising/-

6,500	Locomotives,
169,000	Coal Cars
138,000	Box Cars, and
51,000	Other freight cars.

This enormous quantity of equipment, representing an investment of over one billion dollars, is standing idle today awaiting traffic, while in a few months time there will probably be a transportation shortage".

(c) "Another very excellent reason why coal particularly

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should be purchased at this season of the year is that by so doing consumers will assist in bringing about steady production which helps materially to keep down mine costs and eventually will bring lower prices."

2. "It was stated that in Winnipeg, Alberta Bituminous coal could not compete with the American product, but that the Alberta competition had the result of reducing the price of American steam coals in Winnipeg."

Alberta steam coals have enjoyed a very considerable market in Winnipeg and Manitoba generally. Owing this year to the strike in District 18, American Bituminous coals came back strongly on the Winnipeg market at prices very much lower than the price at which they were sold for consumption in the United States.

The condition in Winnipeg today in regard to Alberta steam coals is not due to the difference in quality as between the Alberta and American product, but to the lack of an adequate duty on American slack coals and the further, and more serious, lack of an equitable Anti-Dumping Law. The position in regard to the latter is that after all profitable business in the country of origin has been taken care of the surplus can be dumped into Canada at a price which no reduction in cost in Alberta would make competition possible.

One contract was taken in Winnipeg in 1924 at a price which could not net the mine more than 45¢ per ton, and yet because of the interpretation put upon the present Anti-Dumping Act it was impossible to impose a dumping duty on this coal, because

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the price was made at the place of direct export into Canada.

In order that proper protection may be given to the coal mining industry of Canada the Act should be so amended as to read: "The Law requires that an appraisal of all coal and coke shall be made at a fair market value of the exported article as sold for home consumption at the point of production, plus cost of transportation and charges to the point of export, and in addition to the duties otherwise established be levied, collected and paid on such articles on its importation into Canada a special duty or dumping duty of 50% of the fair market value of the exported article at the point of production".

> 3. Your Committee recommended that the Alberta Operators be urged to concentrate their efforts on their higher grade coals for supply to the Western region, rather than on the shipment of their lower grade coals to Ontario.
>
> "Exception is taken to the last clause of this statement".

During 1923 52,334 tons of Alberta Domestic coal were shipped into Ontario; this coal was given the widest possible distribution. Since that time the demand has been very insistent from the people of Ontario for further shipments; this has been particularly the case in the cities and towns which were fortunate enough to secure a portion of the tonnage, and we are advised that Ontario is still as anxious as previously to be given an opportunity of supplying their domestic fuel wants from Alberta.

The Northern Alberta Branch of the C.I.M.& M. appreciate the fact that the Fuel Committee recommends that the Federal

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Government set on foot an enquiry as to the actual cost of a movement of Alberta coal to Ontario in train lots in order to place the matter beyond the realm of half informed controversy. The Government and people of Alberta have urged this for a long time and are particularly glad to find that the Engineering Institute of Canada are in accord with them in their application.

The following is a Resolution covering this matter:-

> "RESOLVED that it is the opinion of the Northern Alberta Branch of the Canadian Institute of Mining and Metallurgy that Experimental shipments of Alberta coal to Ontario should be carried out on the basis of the proposals already suggested by the Government of Alberta, i.e. in unbroken trains of maximum capacity for through traffic and that the movement take place during the period of idle railway operation. That the cost of such movement should be separated from the general operating costs of the Railway Company so as to definitely place the matter beyond the realm of controversy."

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Ottawa, February 26, 1925.

Dear Mr. Imrie:

Referring to your letter of the 20th, you did not enclose the resolution referred to but I traced it up in the "Journal" of the 21st February. I would be glad to get the account of the original meeting of the Board of Trade, especially if it contains any report of the discussion. It was very amusing to read Mr. Stewart's reply. He held out no hope of changing the Canadian tariff to help industry, but announced that he had succeeded in changing the American tariff. Could you tell me about what proportion of the Board of Trade, who were at the meeting, were Liberals.

Yours very truly,

John M. Imrie, Esq.,
Managing Director,
Edmonton Journal,
Edmonton, Alta.

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036977

172

Ottawa, Mar. 3, 1925.

H.M. Roscoe, Esq.,

Secty., Northern Alberta Branch, Can. Inst. Mining & Metallurgy,

619 McLeod Bldg.,

Edmonton, Alta.

Dear Sir:

Your letter of the 24th February enclosing copy of Resolution adopted by the Northern Alberta Branch Canadian Institute of Mining and Metallurgy relative to the report of the Fuel Committee of the Engineering Institute of Canada, reached me in due course. You may rest assured I shall give to the representations therein set forth my best consideration.

Yours very truly,

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036978

JOHN M. IMRIE,
MANAGING DIRECTOR

A. B. WATT,
EDITOR

CHAS. R. MORRISON,
MANAGING EDITOR

Edmonton Journal

DAILY AND WEEKLY

NEWS AND
EDITORIAL
DEPARTMENT

EDMONTON, March 9, 1925.
ALBERTA, CANADA

Personal and confidential.

Hon. Arthur Meighen, B.A.,
Leader of the Opposition,
Parliament Bldgs.,
OTTAWA, Ont.

Dear Mr. Meighen:

As requested in your letter I enclose clipping of the Journal's news report of the meeting of council of the Edmonton Board of Trade at which the resolution about adequate tariff protection on coal was based.

I enclose also a clipping of our news report of the recent conference with Hon. Charles Stewart on this and other subjects, although I think this is probably the story referred to in your letter, in which case you will have a clipping already.

As to the political complexion of that portion of council which was present at the meeting, I find on examination it was in the ratio of about two Conservatives to one Liberal. The one dissenting vote was from one of the Liberals.

Yours sincerely,

John M. Imrie

Managing Director.

John M. Imrie/M.

ENCLOSURE

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BOARD OF TRADE WANTS DUTY ON COAL INCREASED

36979

Resolution Asks That Industry Be Protected During Development Era

Council of the Edmonton board of trade at a special meeting on Tuesday endorsed a proposal, submitted by the coal section of the board, for additional tariff protection on anthracite and bituminous coals and coke coming into Canada from the United States. The meeting was well-attended, and following considerable discussion a resolution embodying a policy as above-outlined was passed with one dissentient vote.

Another resolution passed by council asks such amendments to the Canadian anti-dumping laws as will prevent the present dumping of coal by United States operators into Canada at prices away below those prevailing at the point of production. This also was submitted as a proposal from the coal section.

The tariff resolution reads:

"Whereas coal mining is one of the chief industries of Nova Scotia, Alberta and British Columbia.

"And whereas approximately 17,519,439 tons of bituminous coal, 5,167,881 tons of anthracite and 512,079 tons of coke, representing a total value of approximately $101,742,734 are imported annually into Canada from United States.

"And whereas because of these imports Canadian coal mines are being operated on a part time instead of full time basis, and thousands of Canadian miners are out of employment thereby.

"And whereas the development of the Canadian coal industry to supply the coal represented by these imports would give full time employment in that industry to about 50,000 Canadian workmen, representing, with their families, 250,000 people, thus providing an enlarged market for Canadian agricultural products and manufactured goods and increased traffic for our railways.

"And whereas the Canadian Manufacturers' association, the members of which are the largest individual consumers of coal and coke, have expressed their willingness to have higher protection for the Canadian coal industry.

"Be it resolved that Edmonton board of trade go on record as favoring an increase in the duty on bituminous coal and as recommending a duty on anthracite and coke, the amount of duty in each case to be such as expert enquiry may show to be adequate for the development of the Canadian coal industry to meet the coal requirements of Canada and insure full independence for this country.

"Be it further resolved that a copy of this resolution be forwarded to the prime minister of Canada, the prime ministers of Nova Scotia, Alberta and British Columbia, the minister of trade and commerce, the minister of customs, the minister of the interior, the Canadian Manufacturers' association, the Western Canada Coal Producers' association and the Northern Alberta Coal Producers' association."

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036980

1925

OTTAWA WILL ASSIST ALBERTA TRIAL COAL SHIPMENT THIS SPRING

Hon. Charles Stewart Gives Assurance to Edmonton Board of Trade Delegation—Government Aid for 100,000 Tons to Ontario Market

Definite assurance was given by Hon. Charles Stewart yesterday afternoon to a delegation of the board of trade of which waited upon him that assistance would be forthcoming from the Ottawa government in the making of a trial shipment of 100,000 tons of Alberta coal to the Ontario market this spring. The announcement was received with gratification by the members of the delegation who had become alarmed as a result of recent reports from Ottawa that the assistance promised last fall was to be withdrawn. Mr. Stewart made clear, however, that the government was not prepared to continue to meet losses that might be occasioned in shipments of coal to the east.

A request for a better mail service to Vancouver by the carrying of mail daily on the Canadian National instead of sending it by way of Calgary, met with a favorable reception from the minister of the interior.

The question of immigration was also discussed and a proposal to have farms which have reverted to the different municipalities as a result of non-payment of taxes made available under the British Empire settlement scheme was presented. On the suggestion of the minister this will be further discussed with the minister of immigration, Hon. Mr. Robb. In answer to a question, Mr. Stewart said there was to be no abatement in the immigration effort by the government this year despite a curtailment of some $700,000 in the estimates. The explanation given of this reduction was that last year there had been a grant of $500,000 for the Wembley exhibition to swell last year's total.

Members of Delegation

Members of the delegation were as follows: Coal, W. W. McBain, C. G. Sheldon, J. C. Dunn, W. C. MacKay, C. G. Robson, W. R. Bottom, J. M. Imrie; mail service, J. D. O. Mothersill, C. V. Bohanan, H. H. Cooper; immigration, J. W. Glenwright, W. R. Howson. Mayor Blatchford was also in attendance.

In presenting the delegation, President Mothersill of the board of trade, first called upon W. W. McBain, chairman of the coal section of the board to present the resolutions relating to a duty on coal coming into Canada from the United States and on the dumping of the surplus American product into Canada. They were as follows:

Tariff On Coal

WHEREAS coal mining is one of the chief industries of Nova Scotia, Alberta, and British Columbia;

AND WHEREAS approximately 17,519,439 tons of bituminous coal, 5,167,881 tons of anthracite and 512,079 tons of coke, representing a total value of approximately $101,742,734 are imported annually into Canada from United States;

AND WHEREAS because of these imports Canadian coal mines are being operated on a part time instead of full time basis, and thousands of Canadian miners are out of employment thereby;

AND WHEREAS the development of the Canadian coal industry to supply the coal represented by these imports would give full time employment in that industry to about 50,000 Canadian workmen, representing, with their families, 250,000 people, thus providing an enlarged market for Canadian agricultural products and manufactured goods and increased traffic for our railways;

AND WHEREAS the Canadian Manufacturers' association, the members of which are the largest individual consumers of coal and coke have expressed their willingness to have higher protection for the Canadian coal industry;

BE IT RESOLVED that Edmonton board of trade go on record as favoring an increase in the duty on bituminous coal and as recommending a duty on anthracite and coke, the amount of duty in each case to be such as expert enquiry may show to be adequate for the development of the Canadian coal industry to meet the coal requirements of Canada and insure full independence for this country;

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the prime minister of Canada, the prime ministers of Nova Scotia, Alberta and British Columbia, the minister of trade and commence, the minister of customs, the minister of the interior, the Canadian Manufacturers' association, the Western Canada Coal Producers' association, and the Northern Alberta Coal Producers' association.

Passed by special meeting of council of Edmonton board of trade, Tuesday, February 10th.

Resolution On Dumping

The dumping memorandum read: Your committee, after consideration of the memorandum submitted to the council on the above date, have passed the following resolution:

RESOLVED that in the opinion of the Edmonton board of trade that the present Dumping act and regulations thereunder be amended so as to embody clearly the following conditions:

That the law require that appraisal of all coal and coke shall be made at the fair market value of the imported article at the point of production, plus the cost of transportation and other charges to the point of export, and, in addition to the duties otherwise established, there be levied, collected and paid on such articles on their importation into Canada a special duty or dumping duty of 50 per cent of the fair market value of the imported article at the point of production in the country of origin.

Evils of Dumping

In speaking to the resolutions Mr. McBain said that the American coal operators were shipping thousands of tons of their surplus coal into Duluth and then on to Winnipeg where it was mixed and sold at any price which could be secured to retain the market, to the detriment of the Canadian product.

Mr. Mothersill pointed out that the opinion of the big majority of the board of trade was that the imposing of a duty was the best thing to maintain the coal industry in Alberta. A coal tariff against the United States would help to make Canada independent of the United States, whereas the threat is now often heard that the United States coal supply might be cut off from Canada as a reprisal.

Tariff Proposal Unpopular

Hon. Mr. Stewart said that he would carry the resolutions back to Ottawa, but he pointed out that the government was not very friendly to increased duties and he could not hold out any great hope of favorable consideration. The coal question in Canada was now under survey by officials of the government and he had in course of preparation a speech for parliament reviewing the whole economic situation. He [illegible] that the dumping regulations of the United States were stricter than those of Canada and the government had under consideration means of tightening the regulations against the American dump products.

Ontario Market

Speaking on the extension of the Ontario market for Alberta coal, Hon. Mr. Stewart said he was willing to do anything possible to assist in getting the Alberta product there. He admitted that the people of Alberta were "sold" on Alberta coal and he himself had never lost any opportunity to boost it, as witness his success in getting lignite put on the United States free list. He thought, speaking frankly, that the Alberta operators had fallen down in losing the market in Winnipeg, which was essentially an Alberta one.

Mr. McBain brought up the question of the conference here last fall and said that the impression now prevailed that the promised money for a trial shipment to Ontario would not be available.

Promise of Assistance

This elicited an emphatic reply from the minister, who said that the money would be provided. He didn't want to be put in the false position that he was backing Alberta coal and if anyone was of that opinion he had another think coming. Alberta coal had a good name in Ontario, due largely to the work of Howard Stutchbury and now the whole question was one on the cost to the consumer. The problem of the future was to meet the competition of the American coke which was better than the anthracite. He had discussed the question of summer shipments with Sir Henry Thornton and he himself was of the opinion that the railway could move the coal east in the summer months even at a loss if it was not too large. Were this done it would also speed up the slack season in the Alberta mines and result in cheaper cost of production.

Mr. Stewart stated definitely that the money is available for the trial shipment, but it must be understood that the government was not willing to continue to provide money that these shipments might be taken care of at a loss.

Mail Service to Coast

A memorandum on the mail service on the Canadian National from Edmonton to Vancouver was submitted by Secretary Blue, who said that the board was pleased to know what already had been done in this regard by Mr. Stewart when he was acting postmaster general. A nice start had then been made in a triweekly mail service on this line and now a daily service was being requested. He asked the minister to use his influence in this matter.

Mr. Stewart—"Surely the department will give us this."

The board of trade memorandum which was supported by one from the Swift Canadian Co., Limited, was as follows:

Board Memorandum

1.—For many years mail from Edmonton to Calgary has been carried on the Canadian Pacific via Calgary. The reason for this is that mail both eastbound and westbound has been carried on the main line of the C. P. R., and as it is necessary to have a local mail service between Calgary and Edmonton, the cost of carrying the mail from Edmonton to connect with the main line of the C. P. R. does not involve additional cost.

For some time the Edmonton board of trade have been asking for at least a baggage car mail service between Edmonton and Vancouver on the Canadian National. The post office department demurred from installing such a service because of the cost, which is estimated to be approximately $88,000.

2.—Early in the year the post office deparement installed a tri-weekly mail service between Edmonton and Kamloops via the Canadian National, on Mondays, Wednesdays and Fridays, leaving Edmonton at 12:05, on the said days on the C. N. R. train No. 1.

What is really needed is a daily mail service on the Canadian National between Edmonton and Vancouver for the reasons stated by the shippers of Edmonton, which are as follows:

1.—That mail posted in Edmonton during the afternoon would be despatched from here at midnight and reach Vancouver, allowing time for sorting and delivering twenty-one hours earlier than over the present route via Calgary.

2.—Invariably invoices and shipping documents covering shipments to Vancouver and for export are received a day or two later than the shipment, causing considerable inconvenience and loss to both shippers and their customers.

Speed In Getting Outlet

In a discussion of an outlet to the coast Mr. Mothersill said that some of the residents of the Peace River were alarmed by a remark of the minister which threw some doubt on whether such an outlet had been assured by the government.

This brought a reply from Hon. Mr. Stewart that the government had every hope that an outlet would be provided in the course of the next year or two. The government was thoroughly in earnest and it was the expectation that legislation would be brought down at the present session and work started this summer.

Land Settlement

Mr. Imrie—"The board is deeply interested in immigration and colonization looking to a vigorous land settlement policy. Can you give us any assurance in this regard?"

Mr. Stewart replied that the difficulty was in getting the kind of people that the country wanted—those with money to establish themselves. This was the hardest kind to find. Many wanted to come from the United States but were unable to get clear of their holdings there.

He continued that there was to be no cessation in the immigration effort of the government, more offices than ever before were now in operation in Europe and the nineteen in the United States for some years past were being continued.

Securing Farms for Settlers

In answer to the memorandum on the securing of farms held by municipalities, he said that he did not know what was in order that they be made available under the British Empire settlement scheme, he said that he did not know what view the immigration department would take of this proposal. Already there had been considerable objection to "assisted immigration." This question would have to be further discussed with the immigration department, the provincial government and the municipalities concerned.

The memorandum read as follows:

1. The immigration committee have learned with a good deal of satisfaction that arrangements are being completed to bring out a number of families from Great Britain [illegible] under the British Empire settlement scheme, and that the lands administered by the land settlement branch will be used for this purpose.

Only a limited number of farms are available under the land settlement branch at the present time, but the committee have been paying some attention to the number of farms that have lapsed to the municipalities on account of arrears of taxes. Under the 1922 tax sales in rural municipalities, the titles to over 3,000 farms are vested in the different municipalities of the province, and on good authority the committee have ascertained that in the approaching tax sale, which will take place in March next, another 4,000 farms will lapse because of arrears of taxes and the titles for the same become vested in the municipalities. This will make about 7,000 farms available for colonization purposes. It may be that all these farms are not first-class and no public body would recommend the same to new settlers taking their first chance in this part of the country. It is a safe estimate, however, that at least 2,000 to 2,500 of these farms can be classified as good farms and suitable in every way for settlement.

It is the opinion of the committee that arrangements could be made whereby the provincial government might take over these lands from the municipalities and make further arrangements with the federal government to make the same available under the British Empire settlement scheme in the same manner that the department of immigration is making use of lands now under the administration of the land settlement branch.

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036981

172

Ottawa, March 13, 1925.

Dear Mr. Imrie:

Many thinks for yours of the 9th instant enclosing clipping of the Journal's news report of the meeting of the council of the Edmonton Board of Trade which passed a resolution about adequate tariff protection on coal, and, as well, clipping of a recent conference with Honourable Charles Stewart on this and other subjects.

Yours very truly,

John M. Imrie, Esq.,
Managing Director,
Edmonton Journal,
Edmonton, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036982

The Manor 17th March. 1925.

Prescott, Ontario

Dear Mr Meighen:

The inclosed proposal is for Mr Robb. Please carefully study it.

The discovery is not a mechanical invention, but, Physics and very simple. After I had solved the problem I could not understand why it had not been done long ago until I attempted to show some engineers and a couple of College Professors, Physics and electricity, then I knew.

The late Sir William Mackenzie, who was one of my partners in the "All Red Line" project, was to have handled the thing for me but, died poor fellow, before I had found the answer and I now offer you the commission, if you are free to accept it, to arrange the matter at Ottawa. If you will do this for me you may name your own terms.

If you are not enamoured with political life and want money this will give it to you and to the limit of your ambition.

I have just arranged with the President and Vice-President of one of the largest corporations in the world to adopt my plans for their system. The Vice-President, by the way is an engineer. They are not all alike.

If you are interested and would run out here to see me I can show you the thing

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PUBLIC ARCHIVES
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CANADA

(2)

936983

and you will readily understand it and in ten minutes. If you came by the morning train you could return by the afternoon one and have sufficient time with me for a preliminary talk.

If on the other hand, you are unable to handle the thing for me, will you kindly arrange an interview for me with Mr Robb?

Kindly treat this as confidential at present, I do not want any publicity, nor do I want to use the name of the Corporation I have interested, at present.

My patents are pending only, and any publicity might prejudice future applicatio-ns in foreign countries.

Sincerely.

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PUBLIC ARCHIVES
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CANADA

036984

STATEMENT

and proposal for the Dominion Government.

The people of Canada are paying approximately ONE BILLION DOLLARS for LIGHT,HEAT and POWER,and another BILLION DOLLARS in taxes,direct and indirect,to the Federal,and Provincial Governments, and the Municipalities.

If the money now being paid out for light,heat and power,is recovered for the treasuries of the Federal and Provincial Governments and the Municipalities,it will provide revenue for all public purposes and the people are at once relieved of the burden of taxation.

This can be accomplished if the Dominion Government will take over and control the entire production and sale of electricity. Not another dollar should be spent for water power development to produce electricity. All that expenditure can be saved for the future and the money already invested in electrical production saved by using that now produced as the prime source of energy to be multiplied into the 100,000,000,electrical horse power that will be necessary to replace all fuels.

A method has been discovered by which electricity can be multiplied indefinitely and so economically,that it will be used exclusively for LIGHT,HEAT and POWER in the future.

Let the Dominion Government appoint a Commission to take charge of all electrical production in Canada,license the Provinces and through them the Municipalities.

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PUBLIC ARCHIVES
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CANADA

036985

(2)

The Municipalities will produce and sell to the users.

If the users pay say, 1/8 of a cent a K.W.H. and the consumption is 100,000,000 H.P. the revenue thus produce is over $1,000,000,000.

Let the Dominion Government take $6 a H.P.Year, or, $600,000,000.

Let the Provinces take ----------$2 a H.P.Year, or, $200,000,000.

Let the Municipalities take------$2 a H.P.Year, Or, $200,000,000.

It will cost the Dominion Government $2 a H.P.Year, to acquire these rights and it will have $400,000,000, net, in revenue without taxation leaving them free to deal with the tariff solely for the development of the country and without regard to questions of revenue.

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PUBLIC ARCHIVES
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CANADA

036986

172

Ottawa, March 20, 1935.

Dear Mr. Knapp:

I have your letter of the 17th March. I fear I am not in a position to devote much attention or otherwise contribute to the success of your discovery, as I am compelled to give all my time to the duties of my office. However, I will very gladly arrange an appointment for you with Mr. Robb, providing he is willing. Would you kindly let me know about what day would suit you to come down and I will seek to arrange an appointment for that time.

Yours very truly,

F.A. Knapp, Esq.,
The Manor,
Prescott, Ont.

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PUBLIC ARCHIVES
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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Mess	Nite
Night Lett	N L

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36987

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ARTHUR MEIGHEN 541

PARLIAMENT BLDGS OTTAWA ONT

THE OFFIGERS AND MEMBERS OF DISTRICT EIGHTEEN UNITED MINE WORKS OF AMERICA STRONGLY PROTEST AGAINST THE ACTION OF THE FEDERAL GOVERNMENT IN REVISING THE DUTY ON BITUMINOUS LUMP COAL FROM THE UNITEDSTATES TO CANADA DUE TO THE FACT THAT THIS WILL CAUSE A FURTHER INCREASE IN UNEMPLOYMENT THROUGHOUT THE MINES OF DISTRICT EIGHTEEN

ROBERT PEACOCK SECY TREAS DIST NO 18 UNITED MINE WORKERS OF AMA.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036988

Room 418,
73 Adelaide Street West,
Toronto, Ontario.

March 31st, 1925.

The Rt. Hon. Arthur Meighen, M.P.,
Houses of Parliament, Ottawa.

Rt. Honorable Sir, -

I trust you will pardon the liberty I am taking in sending you, enclosed herewith, a copy of a letter I have today forwarded to the Rt. Hon. Chas. Stewart, M.P., Minister of the Interior.

I am taking this step because I know, from the few moments conversation with which you favored me at the Royal Colonial Institute's complimentary banquet in your honour, you will do all that you can to encourage the location of British industries and the employment of British capital in Canada.

I am, Right Honorable Sir,

Yours very respectfully,

J Handley Yates

JHY/DS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036989

Room 428,
73 Adelaide Street West,
Toronto, Ontario.

March 31st, 1925.

The Rt. Hon. Charles Stewart, M.P.,
Minister of the Interior,
Houses of Parliament, Ottawa.

Rt. Honorable Sir, - RE DOMINION GOVERNMENT FUEL POLICY.

May I take the liberty of expressing the great pleasure I felt on learning from the public Press that your Government intended to facilitate and assist in the substitution of Canadian coal for American for consumption in Canadian homes and industries. If I may be allowed to say so, I consider the policy thus indicated as the wisest and most patriotic step taken by any Canadian Government for very many years.

I observe also from the Press that your Government regards the coking process employed at the high temperature plant at Hamilton as one suitable to be employed in various Cities in Canada for the production of coke. I would like, in this connection, to ask whether you are familiar with the British Low Temperature Carbonisation process which is now being operated with great success in several cities in Great Britain, and further to inquire whether, if British capitalists who are interested in this British process of coking coal are willing to instal Low Temperature Plants in Canada, they will receive the financial assistance which is indicated in the Government's announced fuel policy.

May I add that the British interests are prepared to guarantee that from one ton of ordinary bituminous slack coal, such as is now, practically, a waste product of the Nova Scotia mines, their process will produce:

(a) 5000 to 6000 cubic feet of gas of 700 to 800 B.T.U.
(b) 4 gallons of Gasoline (high-test)
(c) 16 gallons of Fuel and Diesel Oils
(d) 15 lbs. Sulphate of Ammonia
(e) 1450 lbs. of a smokeless and odorless fuel, proven by British and Canadian analysis to be superior to the average grades of American Anthracite in so far as heating value is concerned.

Upon receipt of a favorable reply from you the British interests are prepared forthwith to initiate the establishment of coal carbonising plants in Ontario and elsewhere throughout the Dominion.

I am, Honorable Sir,

Yours faithfully,

JHY/DS

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036990

172

Ottawa, Ont., 1st April, 1925.

Dear Mr. Yates,

Your letter of the 31st March reached me today together with copy of communication you have sent to the Minister of the Interior. Any proposal by this, or any other Government, designed to use Canadian coal in preference to American will have my support.

Yours very truly,

J. Handley Yates, Esquire,
Room 418, 73 Adelaide Street W,
Toronto, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036991

172

Ottawa, Ont., 1st April, 1925.

Dear Sir,

Your telegram reached me this morning. I am not quite clear as to whether your protest refers to the increase in duty on slack coal or the diminution of the duty on bituminous coal. I would be glad to have detailed information as to your argument and how it will effect unemployment in your district. I shall be glad to give the matter my most sympathetic consideration, but I should like to be sure as to what you have in mind.

Yours very truly,

Robert Peacock, Esquire,
Secretary-Treasurer, District 18 U.M.W.,
Calgary, Alberta,

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PUBLIC ARCHIVES
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CANADA

036992

The Manor.
Prescott, Ontario. April.
First.
1925.

Dear Mr Meighen:

I have your kind letter.

If you can arrange for an interview with Mr Robb for next Tuesday or Wednesday, 7th or 8th inst. it will suit me.

A Senator acquaintance of mine told me that "Robb was the brains of this administration". I suppose that is possible and yet not measure up to my requirements. Still I should think his curiosity, if nothing else, might be aroused to learn of the possibility of obtaining revenue without taxation.

Heretofore, before the war, my dealings with the Dominion Government have always been with the Premier of the day and I never found any difficulty in seeing them, quite the contrary, from Sir John Thompson to Sir Wilfred, my business being the "Fast Atlantic Service" and my present mission is much more important than that.

Yours very sincerely.

F. A. Knapp.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036993

172

Ottawa, April 3, 1925.

Dear Mr. Knapp:

Your letter of the 1st instant reached me today. I am asking Mr. Robb to arrange an interview with you on the 7th or 8th. Would you be good enough to send to Mr. Robb's Secretary a brief outline of the purpose of your visit and in this way save Mr. Robb time. As soon as I get a definite reply from Mr. Robb I will let you know.

Yours very truly,

F.A. Knapp, Esq.,
The Manor,
Prescott, Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

036994

172

Ottawa, April 3, 1926.

Dear Mr. Robb:

I am under the necessity of asking if you would be good enough to make an appointment to meet a constituent of mine, Mr. F.A. Knapp of Prescott, Ontario, at any time on the 7th or 8th instant. If so, I will ask Mr. Knapp to be good enough to send to your Secretary a brief memo of the purpose of his visit and in this way save you time.

That you may have an idea as to who he is I quote from a letter just received from him:

> .."Heretofore, before the war, my dealings with the Dominion Government have always been with the Premier of the day and I never found any difficulty in seeing them, quite the contrary, from Sir John Thompson to Sir Wilfred, my business being the "Fast Atlantic Service" and my present mission is much more important than that."

Yours very truly,

Hon. J.A. Robb, M.P.,
Actg. Minister of Finance,
House of Commons,
Ottawa.

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PUBLIC ARCHIVES
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CANADA

036995

172

MINISTER OF FINANCE
CANADA

Ottawa, April 4, 1925.

Dear Sir,

In the absence of Mr. Robb, I beg to acknowledge receipt of your letter of April 3rd asking for an appointment for Mr. F. A. Knapp, of Prescott.

Mr. Robb would be glad to see Mr. Knapp on Tuesday, the 7th, but if that date should not be convenient to Mr. Knapp, Mr. Robb would endeavour to see him on whatever day he comes to Ottawa. If Mr. Knapp 'phones on his arrival, I will give him a definite hour.

Yours faithfully,

Robert Kellar.

Private Secretary.

Rt. Hon. Arthur Meighen,
Ottawa.

Re Mr Knapp. The above explains itself. Please return to me - yours Arthur Meighen

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036996

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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CALGARY ALTA APL 6TH

645

HON ARTHUR MEIGHEN

OTTAWA ONT-

YOUR COMMUNICATION RECEIVED OF FIRST INSTANT WITH REFERENCE TO INCREASED DUTY ON SLACK COAL AND INCREASE ON RUN OF MINE AND LUMP COAL FROM THE UNITEDSTATES TO CANADA STOP FOR YOUR INFORMATION TWO MILLION TONS OF LUMP COAL AND RUN OF MINE IS SOLD IN WINNIPEG EACH YEAR WHICH IS TWO THIRDS OF TOTAL PRODUCTION OF BITUMINOUS COAL IN ALBERTA STOP THE AMOUNT OF SLACK IMPORTED TO WINNIPEG FROM THE UNITEDSTATES IS TWO HUNDRED THOUSAND TONS STOP THEREFORE WE PROTEST AGAINST ANY REDUCTION IN DUTY ON RUN OF MINE OR LUMP COAL COMING FROM THE UNITEDSTATES AND ARE OF THE OPINION THAT IN ORDER TO GIVE EMPLOYMENT TO THE MINERS OF ALBERTA A FURTHER INCREASE IN DUTY ON RUN OF MINE AND LUMP COAL WOULD RELIEVE THE SITUATION

ROBERT PEACOCK

SEC'Y TREASURER DISTRICT NO 18 UNITED MINE

MEIGHEN PAPERS, Series 3 (P.C. 2), I, Volume 2)

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CANADA

036996

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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HON ARTHUR MEIGHEN

OTTAWA ONT=

YOUR COMMUNICATION RECEIVED OF FIRST INSTANT WITH REFERENCE TO INCREASED DUTY ON SLACK COAL AND INCREASE ON RUN OF MINE AND LUMP COAL FROM THE UNITEDSTATES TO CANADA STOP FOR YOUR INFORMATION TWO MILLION TONS OF LUMP COAL AND RUN OF MINE IS SOLD IN WINNIPEG EACH YEAR WHICH IS TWO THIRDS OF TOTAL PRODUCTION OF BITUMINOUS COAL IN ALBERTA STOP THE AMOUNT OF SLACK IMPORTED TO WINNIPEG FROM THE UNITEDSTATES IS TWO HUNDRED THOUSAND TONS STOP THEREFORE WE PROTEST AGAINST ANY REDUCTION IN DUTY ON RUN OF MINE OR LUMP COAL COMING FROM THE UNITEDSTATES AND ARE OF THE OPINION THAT IN ORDER TO GIVE EMPLOYMENT TO THE MINERS OF ALBERTA A FURTHER INCREASE IN DUTY ON RUN OF MINE AND LUMP COAL WOULD RELIEVE THE SITUATION

ROBERT PEACOCK

SEC'Y TREASURER DISTRICT NO 18 UNITED MINE WORKERS OF AMERICA

7AM

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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PUBLIC ARCHIVES
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CANADA

036997

The Manor.
Prescott, Ontario.

Sixth.
April.
1925.

Dear Mr Meighen:-

I have yours of the 3rd this morning. I will now waitx until after the holidays before seeing Mr Robb. I must have plenty of time with him to get him educated to the subject. I am afraid it is too startling a proposition to spring on any man, let alone a Finance Minister.

In my first letter to you I inclosed the proposal for Mr Robb. The subject is "Revenue without taxation and how that may be accomplishedX.

It is no reflection upon Mr Robb's intelligence to say that he will not grasp this in a few minutes, I am sure you will agree. That is the reason why I asked you to handle it with him for me and to run out here where I could properly inform you of the subject.

I put it up to Churchill for Great Britain and have had several letters from him. The first one came by RETURN mail. He sent my correspondence to the "Department of Industrial and "Scientific Research".

One of my English associates in the ALL RED LINE project wrote me last week regarding that project. He knows about my POWER discovery and invention and refers to it as follows:-You certainly "have created a stir among scientists in this country, and you have "got them puzzled. I am told that several meetings have been held "this winter at London houses and they always end the same way, with "everyone mystified. xxxxxxx so by now you may have heard from some "one, if not then you certainly will."

I quote this to show you that the thing is not by any means to be dealt with in a casual way. It means too much for the people of this country to be handled through secretaries and must have the very special attention of the Minister. Why not show him this letter and the proposal I sent you for him?

The Government are spending a lot of money on a commission investigating the fuel problem, and Hydro and St Lawrence development. I say to you that every dollar so spent is thrown away in view of my discovery. The St Lawrence will never be used for power again, or further than it is now developed. While Hydro is not needed anymore, the money invested need not be lost, because that now producing electricity, gives us sufficient electricity, that can be used as a prime source of energy, and be multiplied my way to produce the 100,000,000 of electrical H.P. or more that will be required to replace all fuels in Canada.

The memo I sent you shows how it may be handled to produce all revenues needed and save the people from TAXATION.

Has Mr Robb anything of equal importance, presently engaging his attention?

Why not instruct these Commissions to come to see me as a portion of their investigations? If they should be sent, let some level headed big business man accompany them who would perhaps better grasp the whole subject than men who are usually given such appointments. The invention is not one in mechanics. It is Physics and such as any intelligent man can understand unless his head is too full of formulae and mathematics. It is this thing that has always kept the scientists puzzled when confronted with any new discovery in Physics.

Sincerely. T.A. Snaft.

P.S. Indorsed Mr Robb will be in Ottawa next week and I shall try to see him then. T.A.S.

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CANADA

036998

172

Ottawa, April 7, 1925.

Robert Peacock, Esq.,
Secty., Dist. No. 18 United Mine Workers of America,
Calgary, Alta.

Dear Mr. [redacted]:

Thanks very much for your explanation of the 6th. I thoroughly understand your viewpoint now.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

036999

172

Ottawa, April 8, 1925.

A.C. Casselman, Esq.,
Prescott, Ont.

Dear Mr. Casselman:

I have been receiving some letters from F.A. Knapp, The Manor, Prescott, Ont., asking me to arrange an interview for him with Mr. Robb. He claims to have some wonderful invention to revolutionize our system of getting revenue. By means of some electrical appliance he is going to raise all our revenue without taxation. I don't remember him myself and am writing to request you to let me have privately your size-up of this gentleman.

Yours very truly,

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037000

A. C. Casselman
BARRISTER, SOLICITOR & NOTARY.
SOLICITOR FOR THE ROYAL BANK OF CANADA
PHONE No 38 OFFICES, ROYAL BANK BUILDING
PRESCOTT, CANADA April 9th. 1925

172/

Right Hon. Arthur Meighen

Ottawa

Dear Mr. Meighen:-

Your letter of April 8th. re F. A. Knapp, is at hand.

This party graduated in law some thirty or forty years ago, and practiced, I believe, in the City of Montreal where, I have been told he was the leader of the Junior Bar. He later practiced a short time in Prescott, but his mind turned to invention, and for the last twenty-five years he has carried on various work along this line.
I presume you have heard of the Roller Boat which was one of his inventions, and resulted in his securing a considerable amount of money. He also had a charter, I believe, for what was called the All Red Route, but this like the other, came to nothing. Lately he has been working on some invention in connection with the storage of power for motor cars and as far as I know, his last idea is one that will result in small motors developing many times the power that they now develop. He is and has been for a number of years in low financial condition, as he has never been able to retain any of the large amount of

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037001

A. C. Casselman
BARRISTER, SOLICITOR & NOTARY.
SOLICITOR FOR THE ROYAL BANK OF CANADA
PHONE No 38 OFFICES, ROYAL BANK BUILDING
PRESCOTT, CANADA April 9th. 1925

funds that have been paid to him.

If he should happen to call upon you, you may be assured that you will be entertained for the afternoon.

Yours faithfully,

A. C. Casselman

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037002

Edson, Alta, April 22nd 1925

Honorable Arthur Meighen M.P.
Parliament Building
Ottawa, Ontarion.

Honorable Sir,

Enclosed please find a petition being submitted to Federal Authorities with a view to securing a market in Prince Rupert for Northern Alberta coal.

We consider this a non-partisan question and respectfully solict the support of you and your party.

We are also enclosing a copy of letters sent to the leading business of Edmonton.

Yours Truly

John Deamond

Address
Cor 9th & Main St
Edson Alta

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PUBLIC ARCHIVES
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CANADA

037003

Honorable Arthur Meighen M.P.
Parliament Building
Ottawa, Ontario

Sir,

Enclosed please find petition being submitted by the miners of the Edson Coal Branch to Federal Authorities with a view to securing a market in Prince Rupert for Alberta Coal.

As you are no doubt aware, Prince Rupert is destined to become one of the largest ports on the Pacific coast. There is already a large shipping business established there and in addition a large grain elevator is being built which will greatly increase shipping business.

We believe, that concurrently with this, the establishment of coal bunkers should necessarily follow, and we also believe that it is the best interests of Northern Alberta that this should take place.

One of our greatest problems is a market for our abundant supplies of coal and we are convinced that Prince Rupert is the logical market for Northern Alberta coal.

The following markets would be secured:- The coaling of ships carrying the following products to foreign markets, namely, grain and cattle from Alberta in addition to the present markets existing in and around Prince Rupert.

The present fisheries amount to over $13.600.00 around Prince Rupert, the output of ores for 1923 is 1.078.455 tons as follows, 155.031 oz gold, 3.219.823 oz silver, 33.408.536 lbs copper, 81.486 lbs lead. In addition to this there is an immense output of lumber.

In addition to this shipping market we have for local market, Prince Rupert with a population of 8.000, Granby Mines, Esperanza, Premier, Belmont, United Metals, Atlin Silver and lead, comprising a population of approximatley 10.000.

The mining propositions north of Prince Rupert as mentioned above and in Northern B.C. Smithers, Usk, and Hazelton and others awaiting development will all require coal for domestic use and coke for refining purposes all of which will afford a market if we are able to secure suitable freight rates and bunkers in Prince Rupert.

Unless we take advantage of this opportunity immediatley the Americans will secure this market as they have done in the East and supply coal from their mines in Alaska, Prince Rupert being midway between the mines in Alaska and their nearest market in Puget Sound.

You will readily see that this is the psychological time to act. The development of the Edson Coal Branch means a large amount of business prosperity for the City of Edmonton and Northern Alberta in general.

We therefore urge you to give this project your whole hearted support and to use all your influence in backing the enclosed petition to Ottawa.

Please acknowledge receipt.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037004

To The Hon. W. L. Mackenzie - King,
Prime Minister of Canada.

The Petition of the undersigned humbly sheweth:-

1. That the undersigned are engaged in various capacities in the production of coal in the Edson Coal Field, which produces a high grade of both steam and domestic coal.

2. That we view with gratification the erection of an Elevator at Prince Rupert which will tend to develop that part and to aid in the development of Northern Alberta.

3. That this coal field produces coal eminently suitable for coaling vessels, but is at a disadvantage in competition with other fields on account of there being no Coal Bunkers at any port to which it has special transportation facilities.

4. That the erection of Coal Bunkers at Prince Rupert appears to be a necessity for the full development of that port in that if Coal Bunkers were provided there it would reduce the cost of coaling by enabling vessels to take the outside passage from Cape Flattery instead of having to follow the more hazardous inside passage with its additional cost of piletage, insurance and loss of time.

5. The erection of Coal Bunkers at Prince Rupert would stabilize the coal mining industry in this portion of Alberta, and will afford an additional market for the output of this coalfield.

The petitioners therefore pray that the erection of such Coal Bunkers at Prince Rupert may have your careful and urgent consideration, so that Coal Bunkers may be provided simultaneously with the provision for grain shipments.

The petitioners further pray that the matter of freight rates on coal to Prince Rupert may have your consideration in conjunction with the Minister of Railways and Head of the Canadian National System.

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CANADA

037005

CANADIAN NATIONAL RAILWAYS
HOTEL SYSTEM



THE FORT GARRY WINNIPEG — PRINCE EDWARD, BRANDON — CHATEAU LAURIER, OTTAWA — PRINCE ARTHUR, PORT ARTHUR — THE MACDONALD, EDMONTON

HIGHLAND INN, ALGONQUIN PARK, ONTARIO
NIPIGON LODGE, ORIENT BAY, ONTARIO
MINAKI INN, MINAKI, ONTARIO
GRAND BEACH HOTEL, GRAND BEACH, MANITOBA
JASPER PARK LODGE, JASPER, ALBERTA

THE MACDONALD
J. VAN WYCK, MANAGER

EDMONTON, ALTA.

April 30th 1925

The Honorable
Archibald Meighen
Ottawa. Ont

Dear Mr. Meighen.

Since hearing your speech at Port Credit, last Saturday Evening I have come pretty keen.

I am interested in Alberta Coal — we have a Coal mine here

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CANADA

637006



in Alberta and had
arranged to sell of
some of our coal in
Ontario.

The Ontario Government
- with many misgivings
and quite Contrary
to the receipt of
such news as his
Board of Trade
Board - had so far
pledged themselves
as to take $50,000.00
to guarantee any

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037007

CANADIAN NATIONAL RAILWAYS
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CHATEAU LAURIER, OTTAWA
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THE MACDONALD, EDMONTON

HIGHLAND INN
ALGONQUIN PARK, ONTARIO
NIPIGON LODGE
ORIENT BAY, ONTARIO
MINARI INN
MINARI, ONTARIO
GRAND BEACH HOTEL
GRAND BEACH, MANITOBA
JASPER PARK LODGE
JASPER, ALBERTA

THE MACDONALD
J. VAN WYCK, MANAGER
EDMONTON, ALTA.

Defect in the Government of a Province of Alberta Coal on 07th freight rate. which might possibly be incurred by the Canadian National Railway.

Some 90 000 ton of Coal from Alberta mines was sold with this in view, to Ontario Customers the Hon. Charles Stewart however, apparently

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037008



feeling to large
a image, and
consequent dislocation
of American coal
connection, limited
this to 25 000 tons.
And they, apparently
feeling this was also
altogether too great
a concession, to further
limited decreased the image
by reducing the

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037009



Amount the Government loaned guarantee from $ 5800 to $ 19,000. — The Railway Company had claimed they might lose $ 2 per ton bringing Coal from Alberta to Dakota. $ 7 per ton.

It is quite apparent that the Government is

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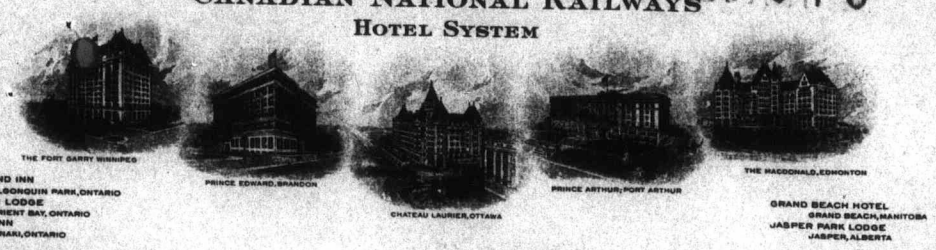
037010

CANADIAN NATIONAL RAILWAYS
HOTEL SYSTEM



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ALGONQUIN PARK, ONTARIO
NIPIGON LODGE
ORIENT BAY, ONTARIO
MINAKI INN
MINAKI, ONTARIO

GRAND BEACH HOTEL
GRAND BEACH, MANITOBA
JASPER PARK LODGE
JASPER, ALBERTA

THE MACDONALD
J. VAN WYCK, MANAGER

EDMONTON, ALTA.

not at all favourable towards any Canadian development - which may interfere with American "vested" interests.

I am glad I say this to you - as I am sure you realize - beginning to appreciate what your Policy & Protection

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037011

CANADIAN NATIONAL RAILWAYS
HOTEL SYSTEM



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NIPIGON LODGE
ORIENT BAY, ONTARIO
MINAKI INN
MINAKI, ONTARIO

GRAND BEACH HOTEL
GRAND BEACH, MANITOBA
JASPER PARK LODGE
JASPER, ALBERTA

THE MACDONALD
J. VAN WYCK, MANAGER

EDMONTON, ALTA.

And the management of Canadian industries mean. And they realize that a country without a pay roll is no good – even for the farmer.

With kindest personal regards.

Yours very sincerely

E. J. Fuller

Let Ask Jennekaudy

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037012

CANADIAN NATIONAL RAILWAYS
HOTEL SYSTEM



THE FORT GARRY WINNIPEG
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EDMONTON, ALTA.

Adams

A Lens. Coal Co

A Lens. Alta

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CANADA

037013

172

Ottawa, May 3, 1925.

Dear Mr. Diamond:

I have your letter of the 23nd April and have read with care the petition which you enclosed. I am entirely in favour of every reasonable assistance to secure the rapid extension of the use of Canadian coal in Canada and I will give sympathetic consideration to the appeal made in your petition.

Yours very truly,

John Diamond, Esq.,
Edson, Alta.

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037014

172

Ottawa, May 5, 1925.

Dear Major Pullen:

I have just received your letter of the 30th April and thank you for the information you give as to what the Government has been doing and not doing as respects coal shipments from Alberta.

I was very glad to see you at Port Credit and somewhat surprised as I thought you were in the West.

Yours very truly,

Major E.F. Pullen,
Alexo Coal Co.,
Alexo, Alta.

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037015

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Julian Hedworth George,
Baron Byng of Vimy and Thorpe-le-Soken,
Governor-General and Commander-in-Chief
of the Dominion of Canada.

May 20th 1925.

The Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa.

Dear Mr. Meighen,

I beg to inform you that at a meeting of the British Columbia Provincial Command of this Association held recently a resolution was passed to the effect that "Whereas the miners on Vancouver Island and throughout Canada are working on short time and many are unemployed due to the low tariff on foreign coal and oil that the Federal Government be petitioned to increase the tariff on foreign coal and oil".

I promised to convey the contents of this resolution to you, hence this letter.

With best regards,

I am,
Yours sincerely,

H. Colebourne.

Dominion Secretary-Treasurer

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037016

172

Ottawa, May 21, 1925.

Dear Mr. Colebourne:

I beg to acknowledge receipt of the resolution which was passed at a meeting of the British Columbia Provincial Command of the Army and Navy Veterans in Canada with regard to the miners on Vancouver Island. You may rest assured that this will receive my most sympathetic consideration should the matter come up in the House of Commons.

Yours very truly,

Capt. H. Colebourne,
Army & Navy Veterans,
Trusts Bldg.,
48 Sparks St.,
Ottawa, Ont.

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037017

Canadian National Railways

Hotel System.

The Macdonald,
Edmonton, Alta.

May. 30th 1925

The Honourable
Arthur Meighen
Ottawa. Ont.

Dear Mr. Meighen -

The proposed movement of 25.000 tons of Alberta Coal to Ontario, which was to commence May 1st has not yet materialized.

From information I have been - which is reliable - the factors to move this coal lie directly at the door of the Government - the Minister of the Interior in particular.

The Minister has opposed & blocked this from the start.

In April, as you no doubt know, the Government authorized the

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037018

Canadian National Railways

Hotel System.

The Macdonald,
Edmonton, Alta.

.....192....

selling agents for $8000 ~~00~~/xx to
cover any profits loss the Railway
might have in moving coal at
a 7oo rate to Ontario.

At the end of April, after all
details had been arranged with
the Canadian Railways to start
movement May 1st, the
Minister reduced the amount of
money to be applied to 1900 ~~00~~/xx.
This delayed Shipments. The Alberta
Government therefore agreed to
guarantee the balance of $6000
25000 ~~00~~/xx in order that the experiment
might be carried through.

This was arranged May 9 ~~th~~/xx but
up to yesterday the Minister
had failed to carry through
his undertaking - he was still

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037019

Canadian National Railways

Hotel System.

The Macdonald,
Edmonton, Alta.

.....192....

Pledging & the Coal could not move.

I am writing you tonight suggesting that you ask in the House whether any Alberta Coal was moving to Ontario & on what terms.

This may clear the air and place the blame where it belongs — the Government. There is very keen resentment & disappointment amongst all here respecting the Ontario Alberta attitude adopted by the Premier. Alberta is vitally interested in the question & will view it when the Election comes.

I know your feelings in the matter as in this as all other & encourage the Ontario any

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037020

Canadian National Railways

Hotel System.

The Macdonald,
Edmonton, Alta.

.....192....

Inter-Provincial trade that will assist in binding this Country more closely together, make us self supporting & less dependent on the good graces of our friends to the South.

Your statements that you were prepared to assist and encourage in every way the development of our western resources & that our Coal Industry has not been much appreciated in the East.

I hope you will forgive my trespassing again on your time but I felt this was a matter of some National importance & that you would be ready to deal with it.

Yours very faithfully
E. F. Pullen - Alexo Alta

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037021

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Day Message	
Day Letter	Blue
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Night Letter	N L

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CALGARY ALTA MAY 31ST 1925

HON ARTHUR MEIGHEN 706

H OF C OTTAWA ONT

FAILURE MINISTER INTERIOR IMPLEMENT GOVERNMENT PROMISES ASSISTANCE MOVEMENT ALBERTA COAL TO TORONTO CAUSING SERIOUS LOSS COAL INDUSTRY HERE AND DISSATISFACTION AMONGST ONTARIO COAL DEALERS THAT MARKET WILL BE LOST UNLESS ACTION TAKEN AT ONCE SUGGEST YOU ASK QUESTION IN HOUSE AS TO WHETHER ANY ALBERTA COAL IS YET MOVING ONTARIO AND ON WHAT TERMS

E F PULLEN

525A

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

PUBLIC ARCHIVES
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CANADA

037022

172

Ottawa, May 3, 1935.

Dear Mr. Pullen:

I duly received your telegram of the 31st ultimo. You will observe that the day I received it I put questions to the Government on the Orders of the Day. These questions and the Honourable Mr. Stewart's reply are embodied in the Hansard which is sent you herewith.

Yours very truly,

E.F. Pullen, Esq.,
Calgary, Alta.

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ARCHIVES PUBLIQUES
CANADA

037023

ALEXO COAL COMPANY, LIMITED

MINERS and SHIPPERS
"ALEXO" SAUNDERS COAL

172

ALEXO P. O., ALTA., June 4th. 1925

The Honourable.
Arthur Meighen.
Ottawa. Ont.

Dear Mr. Meighen:-

I see by the local papers, that in answer to your question in the House, Mr. Stewart has promised to provide the Federal aid towards the movement of Alberta coal to Ontario in a Supplementary Estimate shortly.

As this aid was promised by the Government as long ago as last April and the special Railway rate advertised as being effective May 1st., Mr. Stewart's friends in Edmonton can scarcely claim that he has been over-zealous in this matter. His answer has clearly shewn where the hitherto unexplained delay has occured- with the Government. This certainly will not help them in Alberta.

Thank you very much for your kind and prompt action in the matter. I know it will be appreciated by all whom are interested in the coal industry and the developement of our own resources. I trust that Mr. Stewart will now let this buisness go forward.

With kindest regards.
yours faithfully. E. J. Fuller

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037024

172

Ottawa, Ont., 5th June, 1925.

Dear Mr. Pullen,

Your letter of the 30th May reached me a day or two after I had addressed a communication to you. However, I shall bring the matter up again at a convenient opportunity in the House.

Yours very truly,

E. F. Pullen, Esquire,
Alexo, Alberta,

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CANADA

CANADIAN NATIONAL TELEGRAPHS

FORM 35

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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, VICE-PRES'T AND GENERAL MANAGER

Send the following message, subject to the above Terms which are hereby agreed to.	COUNTER NO.	TIME FILED	CHECK
			Cony

To ALEXO COAL COMPANY.LTD. TORONTO., Ont. June 8th 1925.
GIVE SUFFICIENT ADDRESS

ALEXO. Alberta.

Your letter 3rd. Our established credit with Canadian National Railways for incoming freight is ample to cover charges on Alberta Coal ordered. Ellis demands means prepayment in cash without guarantee of shipment. Believe whole scheme is political propaganda and very questionable of any coal will leave Alberta for Ontario. Consequently hesitate to set aside $7.00 cash per ton to furnish necessary bank guarantee under these indefinate conditions.. Am bringing ship loads of coal from Wales and U.S. ports without demands for either coal or freight. Alberta shippers should take action in this matter and establish permanent continuous business free from politics. W.T. GILES.

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CANADA

037026

172 Hon. Arthur Meighen

ALEXO COAL COMPANY, LIMITED

MINERS and SHIPPERS
"ALEXO" SAUNDERS COAL

ALEXO P. O., ALTA., June 10th. 1925

The Honourable.
Arthur Meighen.
Ottawa. Ont.

Dear Mr.Meighen:-

I am enclosing copy of telegram just received from Mr.W.T.Giles, Welsh Anthracite Collieries, Toronto.

Mr.Giles, who is a large coal importer, placed an order with us for shipment of ten cars of coal which he hoped to use to demonstrate the suitability of this coal for the Toronto market. This coal was to be shipped under a special Alberta coal rate which was to be effective May 1st.,the consignee guarranteeing payment of the freight charges.

The Government, as you know, have delayed making good their promised assistance for this special rate which if much longer continued will kill forever any hope of placing Alberta coal on the Ontario market. Apparently the Government, the Minister of Interior in particular, does not beleive in disturbing our somewhat costly-to Canada- coal trade with the United States and while not wishing to openly oppose shipments for Ontario from Alberta will accomplish his object by policy of delay.

If you feel you can press the Minister further to at once make good his promises in the matter, I know your action will receive strong support throughout Alberta.

With very kind regards.
yours faithfully. E. J. Fuller

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CANADA

037027

ALEXO COAL COMPANY, LIMITED

MINERS and SHIPPERS
"ALEXO" SAUNDERS COAL

ALEXO P. O., ALTA., June 19th. *192* 5

The Honourable.
Arthur Meighen.
Ottawa. Ont.

Dear Mr.Meighen:-

We are just in receipt of advise from the Canadian National Railways that their arrangement offered the Government for special rate on movement of 25000 tons of Alberta coal to Ontario has been withdrawn.

This information is also confirmed today by wire from the Trade Commissioner of the Alberta Government at Edmonton.

On the 16th. June, three days ago, the various mines in Alberta who were interested in this movement which they hoped would definitely establish the fact that Alberta could take care of Ontario's coal requirements, were advised that definite instructions had been issued to Canadian National Agents for shipment of this coal, That the special Seven Dollar Ontaio rate was available.

Further that the Minister of Interior was bringing down his long promised Supplementary Estimate of $ 25,000.00 to aid this shipment. The Supplementary Estimates were to be brought down on 16th.

Apparently the Government, which has at all times been averse to bringing coal into Ontario to displace American coal, is responsible for this latest developement. It will be a serious loss to Alberta mines and miners and will further postpone the opportunity of Canada

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037028

being able to retain within her own boundaries some of the $ 115,000,000.00 which annualy goes to the United States to pay her coal bill.

If the Government will give any explanation why their promised aid to movement of Alberta coal has not been forth coming and the special coal rate cancelled, I beleive their answer will have no small effect in the coming General Elections.

With kindest personal regards.

I remain, yours faithfully.

E.F. Fallen

EFP./ R.

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CANADA

037029

172

Ottawa, June 25, 1925.

Major E.F. Pullen,
Alexo Coal Co.,
Alexo P.O.,
Alta.

Dear Major Pullen:

Your letter of the 18th reached me in due course. I am watching for an opportunity to bring this up in the House again.

Yours very truly,

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PUBLIC ARCHIVES
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037030

Halifax, N.S.,
September 14th. 1925.

The Honourable James Murdock,
Minister of Labour,
Ottawa, Ontario.

Dear Sir:-

Regarding the new safety system for coal mines, I would like to bring your attention to a new mining system which is patent in Ottawa. This patent bears No.225.051, issued November 24, 1922.

The most important features which I can demonstrate and prove any coal mine in the earth. From 1 to 90 degrees of pitch and there are nine different plans and specifications and detailed plan.

I can demonstrate and fulfill five claims on my patented invention:

1. All gasses and foul air will be cleared from the mine so that the health of the miners will not be impaired as it is at present, and their efficiency will accordingly be increased.

2. All danger of accident from explosion in the mines is entirely eliminated.

3. The cost of operating is far less than the cost of mining under present methods in use now.

4. There is absolutely no waste of coal so that the saving to the mine owners and to the country will be incalculable.

5. If the fire discovered any place in the mine can be put out in short time with chemical or with the water or load the sparks in the mine steel box and take out of mine on the surface.

I have four inventions and is not patented and I dont applied for that four new inventions for inside the mine, and I can demonstrate and fulfill to be good:

1. It can be used with success in the mins which have had to close down on account of their being unworkable under present conditions.

2. It will avoid coal dust explosion.

3. Enables coal to be taken out from under towns,cities, and rivers, on that invention can show on the plan and specification and demonstrate.

4. Will avoid floods from within the mines.

All that nine claims are usefuh for inside the mine.

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PUBLIC ARCHIVES
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CANADA

Now with the present provincial mining expert's methods they waste the coal. Over 50 per cent will never be recovered in Nova Scotia, Alberta and British Columbia. At the present time they operate the mines by the Coal Age Dawson Hall text book system in British Columbia and Nova Scotia and there are more disasters occurring in the United States in one year's time than all the coal mines in the world will have in five years time but they have better experience how to handle coal to the market.

Two weeks ago in Halifax, I met Mr. McDonald, manager for wholesale coal dealer for Cunard Company. I asked if they sold much Nova Scotia Coal. He said they didn't have consumers to use it, the coal is too fine (Nova Scotia Coal) the people can't use it in kitchen stoves or furnaces. I asked where he got all the coal and he said from West Virginia and Pennsylvania. Mr. McDonald told me it it very hard to sell one third Nova Scotia coal here in Halifax and everybody scared to to death to use that coal. He said he thought mine management hadn't had any experience in how to produce coal for market and if they don't produce better coal than at the present time the Nova Scotia coal business is gone in the hole. He said the Nova Scotia Province is dependent on the coal business and if that fails then the Province is finished. I told him that here in this province is one of the best bituminous coal fields but coal experts from Nova Scotia haven't much experience like rabbit on the droom to produce useful coal for use and the miners are starving and business is gone to pieces and the Province of Nova Scotia is $50,000,000 short each year what it should receive for coal.

Last year in December coal was imported to Cape Breton in Canso. The Nova Scotia people are 500 years behind the times from all the rest of the world to remove coal from the mines to the market and even a Nova Scotia coal mine expert can't use Nova Scotia coal for his own fuel and the Mine Department expert isn't ashamed to import the coal and the miners have to starve, no employment here is only one place in the world is Nova Scotia has fire in the mines and diggen coal that is very dangerous for the miners to work in the mine and fire is in, like New Glasgow mines, Allan Shaft and Albion Mine last year, June 30th, there was an explosion that killed four men and badly burned seven, is come the fire ture the stopings and light the gas. The last strike has plenty of time to put dozen fires out the fire out but the world law should be not to dig coal before fire is out that is too dangerous for everybody who works in trapet fire mine.

I see the monument between the Stellarton and Allan shafts, On that monument is four sites full miners names that kind murder method should be stopped by the Provincial or Dominion Government and put fire out before starting to dig coal. I showed my plans to Deputy Minister of Mines, T.J. Brown, thirty-two days before the Allan shaft explosion. He looked at mine plan reference A. He said if any coal operator run by this patented system we make the law to put right away in jail you and operator. I said to T.J.Brown by this patented system not one explosion occurred and never will occur if this system is used. That time I had two prominent witnesses and Deputy Inspector B. Anderson said to me "Mr. Pogorly you have good plans we should work by these plans" and T.J.Brown was mad,

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A month after that there was an explosion. He didn't say to put him in jail. Was everything O.K.there? Was nobody responsible? Because he makes the law and his Associates have the right to run the mines to explosion? That is Nova Scotia mine regulations Act and nowhere else in the world has the same kind of law.

Now I have the plans how to handle coal from the mines to the market and I Have specifications and instructions to gas testers how to examine the mines to be safest for everybody. I have two new inventions how to load the coal without pier in the steamers and second invention how to load the coal without drop in the vessels. Here are lots of claims to be demonstrated and fulfilled and it is very easy for me to do that successfully and if I fail one claim on my patent, I don't ask nnt one dollar for mine inventions.

In 18 years time if the mines operate by the new system in Canada, the Canadian people will be on the profit at least $4,000,000 and should not import one ton of coal to Canada. The Western Provinces don't use one ton of anthracite coal and is more cool like here in the East and lower temperature like here and nobody freeze to death by using soft domestic coal.

(Sgd) John Pogorly.

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83 Besserer St., Ottawa,
September 23, 1925.

Hon. James Murdock,
Minister of Labour,
Ottawa, Ont.

Dear Sir:-

I received your letter today dated September 8th. Ottawa. This acknowledges your letter of September 3rd. and it would neither consistent nor proper for me to meet the wishes outlined in your letter.

Yours truly,

James Murdock,
Minister of Labour.

I received first letter from you dated August 30th. 1925, you say in the first letter -

I note that you will be in Ottawa shortly and shall, no doubt, have the opportunity of seeing you.

Yours truly,

James Murdock,
Minister of Labour.

If I received the letter of September 8th. from you before I came to Ottawa that the sure I will never bother you regarding my invention because the Honest John Oliver and his partner Honest Sloan Minister of Mines has decided not to use in Canada in Liberals Governments Provinces, Pogorly patented inventions for coal mines - it does not make a difference how good is his invention - and it does not make a difference how much the cost. We have to prevent the use of his patent in Canada so far as we can reach. I see that boyecot has gone too far from Honest John against my patent - he put me on the black list because I tried to prevent explosion in Reserve Mine, B.C. I have hundreds of witnesses that speak the truth. I have good evidence about George Wilson - he tried to betray me for the plan in Vancouver to give that plan to honest Government. I have good proof regarding my corporation in Vancouver - the second part was three lawyers, McDiarmit, Shoebotom. McDiarmit broke away from the Corporation. I have good proof about two brothers, Mitchaud, one has office in the City Sale Bldg., in Montreal, and the other is Manager in Royal Bank of Canada, Mount Royal and Christopher Colombo Sts., in Montreal - that these two gentlemen tried to corporate that

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system and find out is too strong honest John against my invention and quit. I have good proof against Honest John in Drummond Bldg., Montreal - one engineering company tried to go with me in my patent 50 - 50 and to pay me $15,000 for half interest. Mr. Noel, is manager, Mr. Finn is president for that company. The company is capitalized at $12,000,000 to buy some good patent or something else, and soon find out it is too strong an enemy against my patent and quit to go with me. There in British Columbia was three high officials fired, the first is Mr. Tom Stocket, general manager for Western Fuel Company at Nanaimo, B.C., the second is Mr. Brown, mine manager at Casedy Siding mine. He made a mistake he hired me in the mine work. The third was Mr. Ridway Wilson, Superintendent, of Casedy Siding mine.

Now, Mr. Murdock, if you like to help me or not to give me demonstration of some mines in Canada, you are helpless to do that, if you don't get permission from honest John or King you can do nothing.

Now have to come true the Canada, in the shining light from honest John and his partners sins, and his honest John assistants, and do dirty twisting work against good patent invention, and not one government in the world would do such a criminal job against the men who tried to save 22 mens' lives from explosion. I talked every day from 7th. April to 7th. May to the miners and other people have to come to explosion if the system is not changed in the mine. Mr. George Wilkelson, mine manager says to me everytime when he meets me in the mine, I am a German spy - he has very poor brains if he knows better he will talk more sensible - now the Canadian people have to know next month what kind Honest John's liberals Governments we have in Canada - thousands of Nova Scotia miners are hungry and their wives and children, and Nova Scotia public have to import coal from the States because nobody can use Nova Scotia slakd and dust for fuel, who is responsible for that horrid time, nobody else like Honest John, his lovely inexperienced friends - Now, Mr. Murdock, here in this letter is nothing else but pure truth, I am not much of a writer I am a better inventor,

Yours very truly,

John Pagorly

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BARTRAM & WADSWORTH
BARRISTERS & SOLICITORS

J. B. BARTRAM
W. R. WADSWORTH

CABLE ADDRESS "BARWAD"

BANK OF TORONTO BUILDING
TORONTO, ONTARIO

September 30, 1925.

CONFIDENTIAL

Right Honourable Arthur Meighen, M.P., P.C.,
c/o F. R. MacMillan, Esq.,
Saskatoon, Sask.

My dear Mr. Meighen: Re Chemical Industry

I am sorry I have been unable to get the data in this matter together for you up to the present time. No doubt I can ascertain from Mr. Ryckman or Mr. Russel what your next Western stop will be and I will try to get the information off in time to reach you at Calgary.

You will note that the three industries that I am discussing are all of a basic nature for developing Canadian natural resources, helping the farmer, cutting off the importation of foreign goods and along the line that will make Canada a great industrial country and that, in particular, would very shortly make Alberta as great a manufacturing Province as the Province of Ontario.

Faithfully yours,

J. B. Bartram

JBB/DB.

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BARTRAM & WADSWORTH
BARRISTERS & SOLICITORS

J. B. BARTRAM
W. R. WADSWORTH

CABLE ADDRESS "BARWAD"

BANK OF TORONTO BUILDING
TORONTO, ONTARIO

September 30, 1925.

CONFIDENTIAL

Right Honourable Arthur Meighen, M.P.,P.C.,
c/o F. R. MacMillan, Esq.,
Saskatoon, Sask.

My dear Mr. Meighen: Re Flax Industry

I am enclosing herewith a copy of the "Oregon Statesman" which I received today and you will note that the Oregon Linen Mills has now been formed and that the Board of Directors include my brother, Colonel W. B. Bartram.

As I explained to you, another spinning mill was formed and is already in operation, and it is proposed now to largely increase the flax acreage in the State of Oregon. This effort has been undertaken by the various Boards of Trade of Portland, Salem, Dallas and other towns in the State of Oregon, combined with the leading Banks and citizens and the fundamental principle behind the whole effort is to help the farmer. It means a most profitable crop for him and it means the establishment in Oregon of a great industry. The vision of the men behind the plan in Oregon is that they are going to create a flax belt in Oregon to correspond with the cotton belt in the South but on a very much more profitable basis.

As I explained to you, flax fibre can, with the advent of the new machinery, be produced with half the cost of cotton and is a much more valuable commodity. The establishment of this industry which is only starting, has been rendered possible only by the adequate tariff protection that the United States gives to the linen industry (55%), to the spinning industry (35%), and the flax fibre itself on which there is a small duty but which I am informed will be raised so soon as the United States is in a position to produce its own requirements.

The Canadian Pacific Railway a few years ago, in conjunction with ourselves, carried on large scale experiments for the growing of flax and the production of fibre and tow in their irrigated section east of Calgary. The

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experiments showed that the waters coming from the Rocky Mountains were ideal for the retting. The flax fibre produced was of the highest quality and of very great textile strength.

There is no reason whatever why Alberta cannot do exactly what Oregon is already doing and produce within itself all the finished linen goods that are required for Western Canada and furthermore produce the coarser linen goods to replace cotton in any case in which durability and strength are required in regard to the textile manufactured.

Faithfully yours,

J. B. Baxter

Encl.

JBB/DB.

P.S. Would you please return these newspapers after making such extracts as you wish as they are the only copies I have.

J.B.B.

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BARTRAM & WADSWORTH
BARRISTERS & SOLICITORS

J. B. BARTRAM
W. R. WADSWORTH

CABLE ADDRESS "BARWAD"

BANK OF TORONTO BUILDING
TORONTO, ONTARIO

September 30, 1925.

CONFIDENTIAL

Right Honourable Arthur Meighen,M.P.,P.C.,
c/o F. R. MacMillan, Esq.,
Saskatoon, Sask.

My dear Mr. Meighen: Re Belcher's Islands

I have forwarded to Senator Robertson a memorandum of Belcher's Islands Iron Deposit with particular reference to transportation and the utilization of Alberta coal.

As I see it the utilization of this iron would achieve the following results:

1.- I am assuming that the Hudson Bay Railway is completed and the harbour at Fort Churchill developed and further that the Temiskaming and Northern Ontario Railway,which is already constructed half way from Cochrane to Moose Factory, is completed and the harbour developed at Moose Factory. It will take comparatively little expenditure to complete both Railways. With this done Belcher's Islands are in the very heart of Canada and admirably situated to supply both Central and Western Canada with all the iron and steel that they might possibly require. The cost of transporting Alberta coal to Ontario points would be reduced to such a point that the entire requirements of the Province of Ontario for anthracite could be supplied from Alberta.

2.- This would mean a saving to Ontario citizens of many millions of dollars annually and would mean that the money now spent in importing American coal would be spent on Canadian labour and in giving traffic to our Canadian Railways.

3.- The importations of iron ore, pig iron and pig steel from the United States into the Province of Ontario, amounting to about $30,000,000.00 annually,would be replaced by Belcher's Islands ore and that money used again in Canadian labor and Canadian Railways.

4.- The iron ore shipped to Alberta would mean the establishment of a great industry in that Province which would supply the entire requirements of Western Canada and also would have the enormous market of Western United States.

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You will remember, of course, that pig iron and steel enter United States duty free.

5.- It would mean further the establishment of many other industries in Alberta that are dependent on the iron and steel industry.

6.- While it would mean the saving of many ten's of millions of dollars annually to Canada, I think the most far-reaching effect would be that it would bind Eastern Canada to Western Canada by mutual interests and the sharp cleavage that now exists between the West and the East, which even threatens the Confederation itself, would disappear.

I would be very glad indeed to furnish you with any further information that you might care to have. I have a tremendous amount of data in the office but it has been impossible for me to get it in shape for you in the short time at my disposal since I saw you.

Faithfully yours,

JBB/DB.

P.S. Copy of Major McEvoy's Report follows to-morrow.

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BARTRAM & WADSWORTH
BARRISTERS & SOLICITORS

J. B. BARTRAM
W. R. WADSWORTH

CABLE ADDRESS "BARWAD"

BANK OF TORONTO BUILDING

TORONTO, ONTARIO

October 2, 1925.

CONFIDENTIAL

Right Honourable Arthur Meighen, M.P.,P.C.,
c/o Honourable H.H. Stevens,
Vancouver, B.C.

My dear Mr. Meighen:

I have pleasure in enclosing herewith copy of letter from Major G. G. Ommanney relative to the deposit of Sodium Sulphate and Barium Sulphate that I mentioned to you. I imagine the information will be sufficient for your general purposes although if you want further particulars I could get the fullest detail for you.

Faithfully yours,

J. B. Bartram

Encl.

JBB/DB.

Re Belcher's Islands Iron Deposit

Major McEvoy's Report is also enclosed herewith.

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CANADIAN PACIFIC RAILWAY COMPANY

Department of Colonization and Development

Montreal, October 1st, 1925.

Dear Mr. Bartram:

Referring to your telephone conversation of today, I regret to say that upon enquiry I find that our entire file on the proposed chemical development at Medicine Hat has been sent out to our Western Lines office on account of some recent developments that have taken place in that connection. I am not therefore in a position to know just what information we previously gave you on this proposition.

I am however enclosing herewith a list of some of the products of the proposed industry.

The proposition briefly was a combination of properties including the Ingebright Sodium Sulphate deposit in T 16 R 25 W 3, 40 miles North and East of Hatton which is a point on our main line 44 miles East of Medicine Hat and certain barytes deposits in the Windemere Valley including the Grant Victory claims 7 miles Northwest of Spillamacheen Station and the Penrose Wolf claims 5½ miles South of Parsons Station both of which are tributary to the Canadian Pacific Railway, Lake Windemere Subdivision (Golden to Colvalli Junction).

The Ingebright Sodium Sulphate deposit which is close to a projected and partly constructed branch line of the Canadian Pacific is in my opinion the largest and purest deposit of its kind in Western Canada. It has been more fully examined than any other and reported upon by officials of the Mines Branch at Ottawa. The recoverable dry salt down to 6 feet in depth has been estimated at 2,058,000 tons and from 6 feet to 20 feet in depth 6,213,000 tons. Borings have been put down to a very considerable depth in solid salt. This deposit is singularly free from inter-banding with mud which is an obection-able feature in many other deposits.

It is controled by a group of men in Calgary of which Messrs. Ford, Miller and Harvie of that City are the principals.

I understand that technical difficulties formerly experienced in dehydrating Sodium Sulphate have now been overcome and that the above group have interested capital in the development of the deposit.

Please note however that this has no connection with the original proposition for a Barium Sulphate industry, the present proposed development being simply to produce Glauber Salts and Salt Cake for use in the Sulphate Pulp mills.

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This same group previously controlled the Barytes deposit but I understand the Options have expired. I believe there is some arrangement whereby they have the refusal of these properties prior to any sale being effected.

With further reference to the proposed Barium Sulphate Industry the other necessary raw materials would be Zinc (obtainable from the Consolidated Mining and Smelting Company, Trail, B.C.) Limestone obtainable in abundance from many point in British Columbia and fuel either Coal or Natural Gas. Medicine Hat was considered as being strategically the logical point for the location of such an industry with of course a dehydration plant at the Sodium Sulphate deposit.

I may add that there is already one plant operating a Sodium Sulphate dehydration business at Dunkirk which has made considerable shipments during the past year to Eastern Canadian points although I believe that the deposit is not as good a one as Ingebright.

Trusting that this brief outline will serve your purpose and I will be interested to have more particulars from you as to any possibilities of development.

With kind regards,

Yours very truly,

"G. G. Ommanney,"

Development Engineer

Encl.

"Although obtained from sources believed to be accurate information given by this Department is not guaranteed and this Company may not be quoted from any advertising or promoting purposes in connection therewith."

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MEMO RE PROPOSED BARIUM-SULPHATE INDUSTRY AT MEDICINE HAT

PRODUCTS

GLAUBER'S SALT - from natural deposits.
Solution, filtration, evaporation, recrystallization used in dyeing industry, textile production, freezing mixtures.

SALT CAKE - (dehydrated Glauber's Salts)

Used in Sulphate pulp for Kraft papers and as raw materials for making Soda ash, Sodium Carbonate, Sodium Sulphide, Blanc Fixe, and in manufacture of plate glass, window glass and bottle glass.

SODA ASH - Made from Salt cake by treatment with limestone and coal,
Used in making bottle and window glass.
Metallurgical processes, dyestuffs, soap, paper, caustic, soda, paints, enamels, leather, enamel ware, cleaning compounds, textile dyeing, water softening, refining oils, preserving woods, laundry work, sodium, carbonate (washing soda), sodium bi-carbonate (baking soda).

SODIUM CARBONATE- Made by dissolving, purifying and recrystallizing soda ash, Used in glass making, soap making, bleaching and washing linen, cotton wood and textile fibre.
Manufacture of dyes and other sodium salts as a water softener, to prevent boiler scale in laboratory work and in medicine.

SODIUM SULPHIDE- A by-product in manufacturing of blanc fixe.
Used in photography, for denitrating artificial silk, dyeing, insecticide, depilatory in tanning and in making sulphur dyes.

BARIUM SULPHIDE- (from natural barytes by heating with coal)
All other barium chemicals from this base
Used as depilatory in tanning, in vulcanizing, for weighting gutta percha, for generating Hydrogen.

BARIUM CARBONATE- (made from Barium Sulphide and waste Co2 gases, also by treating Barium Sulphide with sodium carbonate)
Used in Ceramics, in production of Barium salts.

BARIUM CHLORIDE- (by treating Barium Sulphide with HCL and subsequent crystallization)
Used in leather industry, as vermin poison, in boiler compounds. A new use for tie preservation is being investigated.

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BARIUM PEROXIDE - (from Barium carbonate)
Used in bleaching and for manufacturing of Oxygen and hydrogen Peroxide, in beet sugar industry.

BLANC FIXE - (from Barium Sulphide and H_2SO_4 oraso soluble sulphate like Glauber Salts)
Used as a filler in paper-making, as a filler in making paints and in dressing leather.

LITHOPONE - (from Barium Sulphide and Zinc Sulphate - the latter from natural zinc Sulphide ores)
One of the chief white pigments in paints for inside work.

GROUND BARYTES - (Barytes ground to 400 mesh)
A filler for certain grades of paper or paint, as a colour base, in the rubber industry.

OTHER POSSIBLE PRODUCTS - Barium Chloride (requires common salt). Lead Acetate, Magnesium Sulphate (Epsom salts), and Potassium salts.

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037045

On Train,
October 8, 1925.

Dear Mr. Bartram:

I am now in receipt of your letters of September 30th on the Chemical Industry; September 30th on the Flax Industry; September 30th on the potentialities of Belcher Islands; and of October 2nd on the Sulphate Deposits of Alberta. The enclosures referred to in your various letters have also come to hand and I have had an opportunity today of studying them with some care.

I thank you very much for furnishing me with this material and assure you I have found it of very great interest and doubtless it will prove to be of real value.

One of your enclosures, that of an issue of the "Capital Journal", I fancy you will likely want for your Enc. own files and I am returning same to you herewith.

You can realize in a hurried trip one has not able to dictate letters of any considerable length.

With kindest personal regards.

Yours very sincerely,

J.B. Bartram, Esq.,
Bank of Toronto Bldg.,
Toronto, Ont.

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037046

LETHBRIDGE COLLIERY
KIPP, C.P.R., ALBERTA

PEMBINA COLLIERY
EVANSBURG, C.N.R., ALBERTA

NORTH AMERICAN COLLIERIES, LIMITED

COAL MINERS AND SHIPPERS

909 LANCASTER BUILDING
CALGARY
ALBERTA, CANADA

October 9th, 1925.

Right Hon. Arthur Meighen,
Palliser Hotel,
Calgary, Alberta.

My dear Mr. Meighen:-

No one appreciates more than I do the courage and foresight you have exercised in pledging your party to a national coal policy. It required fine courage to tell the producers of the East that the condition, and the only condition, on which you would make such tariff adjustments as would give them a fair chance to supply the whole Canadian markets with their products was that the West and the Maritimes should have the same fair chance to supply the whole Canadian market with their products.

It is the right thing to do, and if you are given the opportunity to carry through your policy, the results will do more to create unity of purpose and endeavour and pride in our land than any single act of any government since Confederation. It is a big policy, and a bold policy, but an essentially sound policy, and without it we can never stand on our own feet in any time of pressure or feel that we do not exist at the sufferance of another nation.

I remember very well an American coal man telling me some time ago that he was preparing to curtail his expenditures in Canada, and when I asked him why, he said, "Your people will not much longer be so foolish as to send millions of dollars to this country for coal when you have abundance and to spare in your own country". When I mentioned our transport difficulties, he said, "You will some day wake up to what it means to have those millions circulating in Canada instead of in the United States".

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Right Hon. Arthur Meighen. October 9, 1925.

I hope you can make the people of Alberta see not only what it means to Canada, but what it means to them to have a government in office which will carry out the pledge you have given.

Yours very truly,

H. A. Lovett

HAL/EBG

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037048

On Train,
October 11, 1925.

Dear Mr. Lovett:

I thank you very much for your kind letter of October 9th. With a strong protection on coal and assistance for its movement to the consuming provinces we ought to very substantially extend the area of Canadian consumption and curtail the trend of so many of our money going to purchase coal in other countries. Once this principle is imbedded in usual practice it will accomplish more and more as years go on.

Yours very truly,

H. A. Lovett, Esq.,
909 Lancaster Bldg.,
Calgary,
Alberta,

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037049.

VIVIAN T. BARTRAM
BANK OF TORONTO BLDG.
TORONTO

PHONE ADELAIDE 0243

October 15th, 1925.

Colonel H. Daly,
c/o Right Honourable Arthur Meighen,
Parliament Buildings,
Ottawa, Ont.

My dear Colonel:-

I see in the paper that Right Honourable Arthur Meighen stated that if he were returned to power he would see that Alberta coal was used in Ontario and that he would put an embargo against American hard coal. Mr. King at Parry Sound yesterday stated, (if you will refer to the Toronto Star) that this was an outrage to stop the American coal coming into this market;that it would mean that the consumer would have to pay a higher price.

Would you kindly place the following facts with the Tory nominees in Alberta, Manitoba and Ontario. If the 85 miles of steel required to complete the Hudson Bay line to Nelson were laid and a line of coal steamers established from Nelson to Moose Factory and the 80 miles required to complete the Temiskaming and Northern Ontario Railway were constructed, coal could be brought from Alberta to Ontario points on the following basis: Hard coal at the mines in Alberta costs $2.50. The rail rate to Nelson could be about $3.00. Unloading and loading charges at the two terminuses, that is, Nelson and Moose Factory, 25 cents a ton. The Lake rate from Nelson to Moose Factory, 50 cents a ton, and rail rate from Moose Factory to North Bay and northern points, $2.00. This would mean that Alberta hard coal could be landed at Ontario points for $7.75 per ton against a $16.00 price from the United States. If the coal were brought as far as Toronto and other Western Ontario points, a $2.00 freight rate extra would cover the additional cost, bringing the price to $9.75, against a price for American coal of $16.00. This would give a benefit to the people of the Dominion by holding millions of dollars of our money in this country instead of it going to United States. Mr. Meighen is fully advised as to the return shipments that could be arranged.to Alberta coal fields.

The fundamental idea behind this thought is that Alberta has even greater natural resources than the Province of Ontario and there is no reason why it should be developed into a great industrial province the same as Ontario has been developed. This would make the interests of Western Canada and Eastern Canada identical, giving employment to Western labor the year round instead of as at present where they only have seasonable occupation.

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PHONE ADELAIDE 0243

VIVIAN T. BARTRAM
BANK OF TORONTO BLDG.
TORONTO

037050

Sir Henry wired Mr. Meighen yesterday morning advising him to come out strongly in favor of the Western wheat pool and to apply the same principle to co-operative marketing, grading, boxing and shipping and all other farm produce that is exported, particularly cheese, apples, dairy products, meat, etc. This would catch the imagination of the farmers and would mean more to them in dollars and cents than the tariff issue.

I am enclosing a pamphlet which sets out the speeches of Sapiro and Manning Doherty along this line of thought and Manning feels that if the Conservative Party adopt this policy he will have justification for asking the Progressives to support the Conservatives instead of the Liberals as he regards the co-operative marketing as more important than the tariff.

Try to have several hundreds of these circulars printed with such further explantory remarks as you deem necessary and sent to the Conservative candidates running in such Ridings as the Farmer's vote will be important. You can show in your circular from Mr. King's speech at Parry Sound yesterday that his thought is not to open up the resources of Canada or to keep the coal in our country, but to discourage it and help his American friends looking to the future annexation of this country.

Sincerely yours,

V. T. Bartram

VTB/B many farmer members also Farmer Sam reports he will come out as soon as the platform comes out with this policy.

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CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

037051

CANADIAN NATIONAL TELEGRAM

HEAD OFFICE, TORONTO, ONT. W. G. BARBER, General Manager

Form 6122
Replacing Form 1-TW

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RA124 19

TORONTO ONT 16 1139 A

1925 OCT 16 AM 11 47

COL H I DAILY

107

CARE RIGHT HON ARTHUR MEIGHEN PARLT BLDGS OTTAWA.ONT

HARD COAL PRICE SHOULD READ THREE DOLLARS NORTHBAY PRICE EIGHT SEVENTY FIVE TORONTO TEN SEVENTY FIVE THESE ARE CORRECT

VIVIAN T BARTRAM.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

FORM T.D. 1 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

037052

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

44 P BG 69

PETERBORO ONT OCT 26, 1925 5 20 P.M.

RT HON ARTHUR MEIGHEN,
CARE ALBANY CLUB
TORONTO ONT

1285

GORDON USING YOUR REFERENCE IN WEST TO TARIFF ON AMERICAN COAL TO TELL PEOPLE HERE THAT COAL WILL COST THEM $ 20 A TON WOULD IT BE POSSIBLE FOR YOU TO DEAL WITH THAT QUESTION TONIGHT IN TORONTO OR FAILING THAT COULD YOU WIRE US A ATSTAMENT THAT COULD BE USED HERE THE HIGH COAL BOGEY MAY DO US SOME HARM IF NOT OFFSET BY STATEMENT FROM YOU.

E.A.PECK

5 30 P.M.

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 72)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037053

Caledonia Mines, C. B.,
December 12, 1925.

Rt. Hon. Arthur Meighan, M. P.,
House of Commons,
Ottawa, Ont.

Dear Sir:

Enclosed find copy of resolution which was adopted by Local Union No. 4530, Caledonia Mines.

Yours very truly,

(Signed) Robert Baxter,
" James McKillop,
" Robert Crocker,

COMMITTEE.

ps add acknowledgment
to Robert Baxter
Box 474 Glace Bay. N.S.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037054

WHEREAS, for the last four years there has been a high percentage of broken time in the mines of Nova Scotia caused principally through difficulty in marketing sufficient quantities of coal to keep mines going, and

WHEREAS, idle mines are costly and add greatly to the selling price. diminish wages, worsen conditions in and around the mines and bring extra dissatisfaction between employees and employers often resulting in strikes through pure irritation of both factors, and

WHEREAS, our coal comes into competition with coal from United States, a Country with all the advantages of mass production in all commodities, hence cheapness in production, cheapness in raw materials, cheapness in supplies and in our particular branch they have remarkable physical advantage in the production of coal which is a very difficult handicap to overcome in the open market, and

WHEREAS, we as a Country cannot afford to abandon coal production, A country without coal is totally at the mercy of coal producing Countries in war in peace in commerce, and

WHEREASiit is well known and requirs no profound knowledge to understand that if a sound economic basis is to be found in the production of coal to give the public fair values in return for its money, the employees fair wages for their labor, give the operators fair returns on their investments, one of the fundamental changes is to have the mines working six days per week , and

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 15)

PUBLIC ARCHIVES
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CANADA

037055

WHEREAS, our Federal Government has it within its power to accomplish this by increased tariff, subsidize ~~coal~~, transportation also purchase greater quantities of Nova Scotia Coal, and

WHEREAS, it is admitted that all interests have been affected more or less, the case of the miners is the worst, our suffering is physical, deprivation is common, with high infant mortality, our future mortgaged with a burden of indebtedness consequently we are enslaved for years to come, these intolerable conditions has got to be changes. We have got to continue the fight until we acquire decent surroundings, decent clothes, substantial food and a chance to educate ourselves.

THEREFORE BE IT RESOLVED, that we, the members of Caledonia Local No. 4530, U. M. W. of A. ask our Federal Government to provide ways and means to secure markets to keep our mines running steadily.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037056

172

Ottawa, Dec. 28, 1925.

Robert Baxter, Esq.,
Box 474,
Glace Bay, N.S.

Dear Sir:

Your letter of the 12th instant, enclosing copy of Resolution passed by Local Union No. 4530, reached Ottawa after Mr. Meighen had left for the West. He will be back here in the course of a few days when I shall place your communication before him.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037057

Canadian Prest-Air Limited

TELEPHONES
MAIN 4206
" 4207
" 6906

806-807 BANK OF NOVA SCOTIA BUILDING
Montreal

December 30, 1925.

Right Honorable Arthur Meighen,
House of Commons,
Ottawa.

My dear Mr. Meighen,

We are again urging the feasibility of bringing in some coke-oven legislation at this session of Parliament and trying to point out to the Mackenzie King Government that this is legislation of a non-contentious character and that this is an opportune time to make a fuel policy for Canada, in view of the present situation in the United States regarding anthracite coal.

There appears to be some hesitancy on their part, probably due to the situation as it exists at Ottawa just now.

In the past I have been fortunate enough to have been able to approach you with regard to this matter and to get some idea of what attitude might be expected from the Opposition. I am wondering if at the present time your attitude is any different than heretofore and whether it is worth my while to press them in connection with this legislation. It is of very vital importance to myself to see this thing put through at the earliest possible moment but it had better remain in abeyance than to be killed. At the present time the public are demanding something of this nature but to have legislation in regard to it became unpopular at Ottawa would not be good

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

037058

Montreal, December 30th, 1925.

Right Honorable Arthur Meighen.

for its future progress.

If you would rather not write me in regard to this situation it can, of course, stand until I have an opportunity of being in Ottawa to discuss the matter with you.

With very kindest personal regards, and best wishes for a Bright and Prosperous New Year, I am

Yours sincerely,

SEE/RB

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037059

172

Ottawa, December 31, 1925.

My dear Stanley:

Just received your letter of the 30th. My views toward the full question are just as I expressed them to you, and which I have on more than one occasion expressed in Parliament; they have not changed.

What the late Government meant by introducing their coke oven scheme in the last House and then letting it drop I have never been able to fathom. It has been suggested that the proposal was made merely to attract favourable attention in Nova Scotia at the time of the provincial election, but one could hardly think they were so short sighted.

Any time you are down will be very glad indeed to see you. Would like much to have yourself and Mrs. Elkin down this evening when the usual New Year's festivities are on.

With all good wishes for the New Year.

Yours sincerely,

S.E. Elkin, Esq.,
806-7 Bank of Nova Scotia Bldg.,
Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

FORM T.D. 1 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

037060

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

40RN.CZ., 106-N.L.2EX.

CALGARY ALTA, JAN 22ND. 26.

HON. ARTHUR MEIGHEN,
HOUSE OF COMMONS, OTTAWA, ONT.

FOLLOWING TELEGRAM SENT TO PRIME MINISTER QUOTE "FURTHER TO RESOLUTION OF TWELFTH JANUARY REPRESENTATIVE MEETING OF COAL OPERATORS FROM ALL DISTRICTS OF ALBERTA IN SESSION HERE TODAY PETITION THE DOMINION GOVERNMENT TO TAKE WHATEVER ACTION NECESSARY TO MAKE EFFECTIVE A FREIGHT RATE ON COAL TO ONTARIO NOT EXCEEDING SEVEN DOLLARS PER TON STOP MULTITUDE OF ENQUIRIES RECEIVED FROM ONTARIO DEALERS AND CONSUMERS BY PROVINCIAL GOVERNMENT AND OPERATORS INDICATE URGENCY OF SITUATION AND INDEPENDENT OF ANY ACTION WHICH MAY BE TAKEN FOR DETERMINATION OF PERMANENT RATE TEMPORARY ARRANGEMENT SHOULD BE MADE IMMEDIATELY TO BE OF VALUE THIS WINTER STOP"

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 45)

PUBLIC ARCHIVES
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CANADA

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

FORM T.D. 1 X.

TELEGRAM

037061

CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

2ND SHEET,40RN.CZ.,HON.ARTHUR MEIGHEN,OTTAWA, CALGARY,JAN,22ND.26.

WE ARE COUNTING ON YOUR SUPPORT.

W.W.MCBAIN,

1144PM22ND. EDMONTON CHAIRMAN.

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 15)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037062

172

Ottawa, Jan. 25, 1926.

W.W. McBain, Esq.,

Chairman, Coal Operators of Alberta,

Calgary, Alta.

Dear Mr. McBain:

Your night letter sending me copy of telegram sent to the Prime Minister with reference to making effective a freight rate on coal to Ontario reached me in due course. It is needless to say that I shall give to this matter my very best attention when it comes before the House of Commons.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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037063

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CALGARY ALTA JAN 26TH 1926

HON ARTHUR MEIGHEN 559

HOUSE OF COMMONS OTTAWA ONT

CALGARY BOARD OF TRADE STRONGLY URGES THAT NECESSARY ARRANGEMENTS BE MADE QUICKLY FOR SEVEN DOLLARS PER TON FREIGHT RATE ON FIVE HUNDRED THOUSAND TONS ALBERTA COAL TO ONTARIO POINTS FOR MOVEMENT WITHIN NEXT SIXTY DAYS PENDING SOME PERMANENT PLAN WHEREBY CANADIAN COAL WILL SECURE CANADIAN MARKETS STOP ALBERTA MINES BADLY IN NEED OF ORDERS AND WE UNDERSTAND ONTARIO NEEDS COAL

J B SUTHERLAND

528AM

PRESIDENT.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (P.C. 21, I, Volume 2)

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CANADA

037064

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CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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MO A222 84 1/50

1920 JAN 26 PM 5 49

HALIFAX NS 26 621 P

RT HON ARTHUR MEIGHEN 369

OTTAWA ONT

HAVE TODAY SENT A LONG WIRE TO STEWART AND ALSO HANDED A COPY TO CANADIAN PRESS STOP SO FAR HAVE HAD NOT COMMUNICATION OF ANY KI ND FROM STEWART OR ANY MEMBER OF GOVERNMENT STOP IN THIS RESPECT AM NOT SUBMITTING HIM TO THE DISCOURTESY OF RECEIVING HIS COMMUNICATIONS FROM ME.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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037065

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CANADIAN NATIONAL TELEGRAM

1926 JAN 26 PM 3 48

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HEAD OFFICE, TORONTO, ONT. W. G. BARBER, General Manager

34

MOA222 2/34

THROUGH THE PRESS STOP SUGGEST YOU HAVE THIS POINT BROUGHT OUT AND THAT YOU ASK IN HOUSE IF HE HAS RECEIVED A WIRE FROM HE BASED UPON REPORTS OF HIS STATEMENT IN THE PRESS

E N RHODES.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 2 (M.G. 26, I, Volume 9)

PUBLIC ARCHIVES
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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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037066

CANADIAN NATIONAL TELEGRAM

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172

CALGARY ALTA 26 - 27 JAN 1926

HON ARTHUR MEIGHEN

HU ONT.

CALGARY BOARD OF TRADE STRONGLY URGES THAT NECESSARY ARRANGEMENTS BE MADE QUICKLY FOR SEVEN DOLLARS PER TON FREIGHT RATE ON FIVE HUNDRED THOUSAND TONS ALBERTA COAL TO ONTARIO POINTS FOR MOVEMENT WITHIN NEXT SIXTY DAYS PENDING SOME PERMANENT PLAN WHEREBY CANADIAN COAL WILL SECURE CANADIAN MARKETS STOP ALBERTA MINES BADLY IN NEED OF ORDERS AND WE UNDERSTAND ONTARIO NEEDS COAL.

J B SUTHERLAND, PRESIDENT.

920A

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (P.C. 2, I, Vol. 22)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037067

172

Ottawa, January 27, 1926.

Dear Mr. Sutherland:

Your night letter of the 26th reached me this morning. You may rest assured that I shall give to the representations made by the Calgary Board of Trade in connection with arrangements being made with regard to transportation of coal from Alberta to Ontario at a rate of $7.00 per ton my most earnest consideration.

Yours very truly,

J.B. Sutherland, Esq.,
President, Calgary Board of Trade,
Calgary, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037068

COMMERCIAL
CLASSICAL
TECHNICAL
INDUSTRIAL

WALLACE COLLEGE

60, PALACE HILL

FOUNDED 1898

J.-W. M. WALLACE, C.E.
PRINCIPAL:

2-4545-W

QUEBEC, Jan. 27, 1926.

Rt. Hon. Arthur Meighen, M. P.
Ottawa,
Ontario.

Since your favor of the 11th of Nov. last, I have been awaiting the finish of the parliamentary scrimmage at Ottawa, and the outcome of the Royal Commission appointed to study and report upon the question of the Nova Scotia mines.

You are no doubt aware of the protracted mining strike in the Southern Republic, of the threatened conflict in the mining districts in Great Britain, and the deplorably acute condition of the Fuel question in Canada.

Had Rt. Hon. W. L. Mackenzie King accepted my proposal about nine months ago we could now be catering to the wants of the U. S. instead of suffering from Coal shortage as we are today.

I have suffered the loss of two fortunes in thirty years through the damnable antiracial conditions existing in this Withered City of the North. For this reason, I am, at this moment, penniless.

Neverless, this persecution has been perhaps a blessing in disguise, for it has permitted me to divert my attention from minor scholastic work to the solution of problems of intensive interest and transcendent value in Canadian economics.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

037069

My plan ih brief, will make us independent in the matter of fuel, give full employment to miners, continuous traffic to our two Railway systems, enable us in a short time to export coal in large quantities, increase and consolidate our population, and make the Canadian people contented and prosperous.

You will agree with me that if I can suggesy legislation which will produce results such as I claim, my services to my Country would merit more than a mere thank you!

Hence I am making the following proposition:

Upon reception of a check of $200. to pay for hotel and railway expenses and loss of timeI will proceed to Ottawa to meet yourself and such other persons as you may see fit.

I will next expect to be given a written promise that the sum of One Hundred Thousand Dollars will be given or voted to me if it is found that my scheme is feasible and capable of producing the results claimed for it.

Awaiting a reply, I remain,

Respectfully yours,

J. W. McLean

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037070

172

Ottawa, Jan. 29, 1926.

Honourable E.N. Rhodes,
Prime Minister of Nova Scotia,
Halifax, N.S.

Dear Mr. Rhodes:

Your telegram of the 26th instant reached me in due course. I thought it better to have one of the Nova Scotia members handle this in the House. Mr. Black did so. Since that time you have no doubt had an opportunity of reading what took place.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

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CANADA

037071

172

Ottawa, January 29, 1926.

Dear Sir:

I am directed to acknowledge your letter of the 27th January, addressed to the Right Honourable Arthur Meighen, inviting him to send you $200.00 in order that you may come to Ottawa to lay before him a plan with regard to a Canadian coal policy. It is regretted that it has not been found possible to accept offers of this kind.

Yours faithfully,

Private Secretary.

J.W.M. Wallace, Esq., M.E.,
Principal, Wallace College,
60, Palace Hill,
Quebec, Que.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

037072

CLASS OF SERVICE	SYMBOL
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Day Letter	Blue
Night Message	Nite
Night Letter	N L

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CANADIAN NATIONAL TELEGRAM

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DRUMHELLER ALTA FEB 5TH 1926

HON MR MEIGHEN 514

HOUSE OF COMMONS OTTAWA ONT

I BEG TO ADVISE YOU THAT AT A MEETING OF THE DRUMHELLER BOARD OF TRADE HELD TODAY THE FOLLOWING RESOLUTION WAS UNANIMOUSLY CARRIED STOP WHEREAS THE CANADIAN NATIONAL RAILWAY HAS NOTIFIED SHIPPERS THAT THE TWENTY FIVE THOUSAND TON ALLOTMENT HAS BEEN FILLED AND AS THERE ARE VERY MANY UNFILLED ORDERS AND A GREAT DEMAND FOR ALBERTA COAL IN ONTARIO AND AS THERE IS CONSIDERABLE DISTRESS AND WANT AMONG THE MINERS OF ALBERTA BE IT RESOLVED THAT WE URGE UPON YOU THE NECESSITY FOR IMMEDIATE ESTABLISHMENT OF THE SEVEN DOLLAR FREIGHT RATE TO ONTARIO

W R SANDERCOCK

SECRETARY DRUMHELLER BOARD OF TRADE.

234AM

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 75)

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CANADA

037073

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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CANADIAN NATIONAL TELEGRAM

HEAD OFFICE, TORONTO, ONT. W. G. BARBER, General Manager

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9 BYRO 98NL 5 EXTRA

DRUMHELLER ALTA 5 - 6 FEB 1926

HON MR MEIGHEN,
HU ONT.

I BEG TO ADVISE YOU THAT AT A MEETING OF THE DRUMHELLER BOARD OF TRADE HELD TODAY THE FOLLOWING RESOLUTION WAS UNANIMOUSLY CARRIED STOP WHEREAS THE CANADIAN NATIONAL RAILWAY HAS NOTIFIED SHIPPERS THAT THE TWENTY FIVE THOUSAND TON ALLOTMENT HAS BEEN FILLED AND AS THERE ARE VERY MANY UNFILLED ORDERS AND A GREAT DEMAND FOR ALBERTA COAL IN ONTARIO AND AS THERE IS CONSIDERABLE DISTRESS AND WANT AMONG THE MINERS OF ALBERTA BE IT RESOLVED THAT WE URGE UPON YOU THE NECESSITY FOR IMMEDIATE ESTABLISHMENT OF THE SEVEN DOLLAR FREIGHT RATE TO ONTARIO.

W R SANDERCOCK, SECY DRUMHELLER
BOARD OF TRADE.

935A

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER. VICTORIA AND BRITISH COLUMBIA POINTS

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037074

HUME CRONYN
LONDON
CANADA

February 6th, 1926.

Personal.

The Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Dear Mr. Meighen:-

Might I draw your attention to an editorial in the Ottawa Journal, which appeared on the morning of Wednesday, the 3rd instant? Unfortunately, I have not a copy in my possession, or I would enclose it herewith.

This article deals with the remarks of Messrs. Heaps and Woodsworth, on the Nova Scotia Coal question, and sets at rest, I hope, some utterly erroneous statements made by them. I happen to be particularly interested in the question, and am permitted to tell you, confidentially, that the editorial was written by me.

My first thought was to send the stuff direct to you, but knowing how heavily you must be burdened, and the difficulty - if not impossibility - of again bringing the matter to the attention of the House, I decided in favor of press publicity.

What an unprecedented situation you have been facing this Session! If one can judge by the discussions heard throughout the countryside, the effect of Mackenzie King's determination to cling to office has lowered the prestige of Parliamentary Government. Representative

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CANADA

037075

institutions have suffered more or less since the war, but this seems to have been the shrewdest blow struck at our present system of democracy.

Pray give my kindest regards to Mrs. Meighen, and with all best wishes for your future welfare and success, believe me,

Yours sincerely,

Arthur Meighen

HC-RM.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037076

172

Ottawa, February 8, 1936.

Dear Mr. Cronyn:

Just received yours of the 6th. I had already read the editorial in the Ottawa Journal and had to confess that at the time I thought it had been written by yourself. There was evidence of too close an acquaintance with the work of the Commission to enable me to credit the article to one of the regular staff. I am glad indeed you went on this Commission and you may accept the assurance that its labours and its findings are very generally approved by the thinking people of Canada. It ought to be at least a stepping stone toward better conditions in Nova Scotia.

Quite naturally I agree emphatically with you as to the effect on the public of the present

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PUBLIC ARCHIVES
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037077

Ottawa situation. You will have observed, of course, that Premier King is contesting Prince Albert in order that in his own person he may symbolize the growing unity of Canada. I know you will appreciate his lofty and unselfish purpose.

Yours very truly,

Hume Cronyn, Esq.,
London, Ont.

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PUBLIC ARCHIVES
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CANADA

037078

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

FORM T.D. 1 X.

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

RA156 63 7 EX NL

406

LETHBRIDGE ALTA FEB 9-26

RT HON ARTHUR MEIGHEN

OTTAWA ONT

CONSERVATION EXECUTIVE MEETING HERE LAST EVENING WANTED YOU TO KNOW THAT CONSERVATIVES IN THIS DISTRICT ARE IN FULL ACCORD WITH YOUR ATTITUDE CONCERNING SHIPMENT OF ALBERTA COAL TO THE EAST AND ARE VERY ANXIOUS THAT NO EFFORT IN THAT DIRECTION BE SPARED THIS MATTER IF OF VITAL IMPORTANCE TO THE INDUSTRIAL SUCCESS OF ALBERTA FIGHT ON

C F HARRIS

1021 P J NORMAN RITCHIE ON BEHALF OF COMMITTEE

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES

ARCHIVES PUBLIQUES

CANADA

037079

172

Ottawa, Feb. 9, 1926.

W.R. Sandercock, Esq.,
Secty., Drumheller Board of Trade,
Drumheller, Alta.

Dear Mr. Sandercock:

Your night-letter with regard to a seven dollar rate on coal from Alberta to Ontario duly reached me. You may rest assured that we shall give to this matter our earnest consideration when it comes before the House of Commons.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037080

172

Ottawa, February 10, 1926.

Dear Mr. Ritchie:

Thanks for your telegram of the 9th instant, endorsing the attitude taken by our party concerning the shipment of Alberta coal to the East, reached me this morning. I appreciate your approval and you may rest assured we shall not fail to give the matter our best attention at every opportunity.

Yours very truly,

J. Norman Ritchie, Esq.,
Conservative Assn.,
Lethbridge, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037081

House of Commons
Canada

Febry 20/26.

Dear Mr Meighen,

Just a line to say that I learned yesterday that the Progressives are going to urge upon Skwark the very course which I outlined to you at our last interview - viz jointly with the Alberta Government to guarantee to the C.N.R. the difference between a $7 rate on coal from Alberta and the late which shall eventually be struck as a result of the inquiry by the Railway Commissioners under the recent Order in Council; and to get the C.N.R. to continue carrying the coal at the $7 rate in the meantime.

Recognising as they do the danger of the American coal re-capturing the Ontario market when the Alberta shipments

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2 037082

House of Commons
Canada

Shepherd:- Cease, and assured as they are that the Opposition's guaranteed will be little affected by anything the Alberta Government will gladly agree. Indeed I learn that Brownlee has himself urged to his representatives here the suggestion that the Progressives be approached with a view to their urging the course on Stewart, who, they are convinced will agree to it.

If the Government yield to Progressive pressure before we have made any move, and if Stewart, either in reply to a question or suggestion from them, or apparently, when Parliament announces the intention of the Government to take this course, we shall lose all the possible prestige which now remains for us in this question, and the Progressives or the Government will get it.

It seems to me, therefore, that

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037083

House of Commons
Canada

that -

in some way or other, and at the ~~earliest practicable~~ earliest opportunity, before the Progressives have time to move, or the Government has time to make any such announcement, the suggestion of this course should emanate from me, and that if it is adopted we may get the credit of having forced the Government back, and if it is turned down we may get the Government in wrong with the Progressives and the Country.

My excuse for again troubling you in the matter lies in its importance to those who owe our victory, and shall have to retain or repeat it by our value to our constituents upon this very issue.

Do not trouble to answer or acknowledge this letter. I am quite satisfied to lay the facts & my views before you and leave the course to your own judgment

Yours very truly
Arthur Meighen

The Rt Hon Arthur Meighen P.C.

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172

Ottawa, Feb. 20, 1926.

A.U.G. Bury, Esq., M.P.,
House of Commons,
Ottawa.

Dear Mr. Bury:

I have read your letter of to-day. I think you should seek an entrance into this debate at the earliest opportunity and make proposals. Commence your speech by announcing your determination of adhering to the coal question only; urge that you have something constructive to propose, and definitely outline what it is; emphasize that it is in strict accord with our platform outlined on June 2nd last and with our speeches in the campaign.

Yours very truly,

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FORM T.D. 2 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

439

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

TIME FILED

CHECK 7085

J. McMILLAN, General Manager of Telegraphs, Montreal.

Send the following Message, subject to the terms printed on the back hereof which are hereby agreed to.

2. CR. Z. 1.34AM FEBY 22ND-26.

122 COLLECT, N.L., 10 EXTRA.

HON ARTHUR MEIGHEN,

OTTAWA.

BLAIRMORE, ALBERTA FEB 21-22-26.

AT A LARGELY ATTENDED MEETING OF THE ABOVE LOCAL IT WAS UNANIMOUSLY DECIDED TO BRING THE MATTER OF PREVAILENT DISTRESS IN THIS DISTRICT TO THE ATTENTION OF BOTH PROVINCIAL AND FEDERAL AUTHORITIES OWING TO THE MINES NOT WORKING VERY MUCH FOR THE LAST FEW YEARS AND NOT MORE THAN TWO DAYS PER WEEK SINCE LAST AUGUST WITH A SPARE WORKING CREW TO SHARE IN ON THAT MANY OF THE PEOPLE ARE IN DIRE CIRCUMSTANCES AND THIS MEETING REQUESTS BOTH FEDERAL, AND PROVINCIAL AUTHORITIES TO TAKE A HAND IN THIS CRITICAL STATE OF AFFAIRS, AND COME TO THEIR ASSISTANCE BY PROVIDING WORK IF POSSIBLE, AND FINANCIAL AID WHERE WORK IS NOT POSSIBLE.

JOHN A. MCDONALD,
PRESIDENT,
WILLIAM OAKES FINANCIAL SECRETRY.

D.A. HOWE, RECORDING SECRETARY .

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CANADA

037086

172

Ottawa, Feb. 22, 1926.

John A. McDonald, Esq.,

Blairmore, Alta.

Dear Mr. McDonald:

Your night letter of the 22nd reached me this morning. I shall, of course, give my very best attention to the representations set forth in your telegram. I may say we have been pressing the Government for some time with regard to the adoption of a coal policy but I must confess that up to the present we have not made any great headway. We shall, however, not lose sight of the matter and will take every opportunity that presents itself to bring it to the attention of the Government.

Yours very truly,

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037087

LOCAL UNION

MINE WORKERS OF CANADA.

172

Blairmore, Alberta.
February 22nd., 1926.

Honourable Arthur Meighan,
Federal House,
OTTAWA. CANADA.

Dear Sir:-

At a largely attended meeting of the above Local it was unanimously decided to bring the matter of prevalent distress in this District to the attention of both Provincial and Federal Authorities.

Owing to the Mines not working very much for the last few years and not more than two days per week since August last, and with a spare working crew to share in on that, many of the people are in dire circumstances and this meeting requests both Federal and Provincial Authorities to take a hand in this critical state of affairs and come to their assistance by providing work if possible and financial aid where work is not possible.

Yours truly,

John A McDonald
PRESIDENT.

William Oakes
FINANCIAL SECRETARY.

D. A Stowe.
RECORDING SECRETARY.

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037088

WESTERN CANADA FUEL ASSOCIATION

222A PHOENIX BLOCK
WINNIPEG
PHONE A 3789

61

February 25th, 1926.

The Honorable-
Arthur Meighen,
Parliament Bldgs.,
OTTAWA,
Canada.

Sir:-

I beg to enclose herewith copy of a resolution passed at the last meeting of the Western Canada Wholesale Fuel Dealers Association, held on the 19th inst., in connection with the formation of a National Coal Policy.

Yours very truly,
Western Canada Fuel Ass'n.,

Per.....Secretary-

WHM/S.
Enc.

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COAL POLICY

RESOLVED, that a National Coal Policy for Canada be formulated and that the Government should not only make every effort to develop the coal industry but to establish the use of Canadian coal for Canadian markets, thus eliminating the importation of coal and coke from other countries and thereby furnishing continued employment to Canadian workmen.

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172

Ottawa, Feb. 26, 1926.

John A. McDonald, Esq.,
Pres., Mine Workers of Canada,
Blairmore, Alta.

Dear Sir:

Your letter of the 22nd inst., setting forth representations made at a meeting of the Blairmore Local Union of the Mine Workers of Canada, with regard to the matter of distress in that district reached me this morning. You will realise that the introduction of any legislation along this line in the House of Commons must be undertaken by the Government. We have pressed strongly upon them many times for the adoption of some policy which would be of assistance to the Alberta and Maritime coal miners but so far without success. You may rest assured I shall give to the representations you have made my best consideration if the matter should come up before the House of Commons.

Yours very truly,

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037091

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

FORM T.D. 1 X.

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

5CR. Z. 65 N.L., 434AM,

COLEMAN ALBERTA FEB 26-27-26.

466

HON ARTHUR MEIGHEN,

OTTAWA.

FOR WEEK ENDING FEBRUARY TWENTY SEVENTH NOT ONE DAYS WORK AT ONE OF THE MINES FOR THE LAST FEW YEARS MINES HAVE WORKED LESS THAN HALF TIME, AND NOT MORE THAN TWO DAYS PER WEEK SINCE AUGUST LAST MANY PEOPLE ARE IN DIRE CIRCUMSTANCES TOWN COUNCIL UNABLE TO COLLECT TAXES REQUEST FEDERAL AND PROVINCIAL AUTHORITIES ASSISTANCE BY PROVIDING WORK . FINANCIAL AID IF WORK NOT POSSIBLE.

MAYOR BURNS.

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037092

172

Ottawa, Ont., 27th February, 1926.

Dear Mr. Mayor,

Your night letter with regard to conditions in the mining fields at Coleman, reached me this morning. You may rest assured I shall give to the representations made with regard to assistance by providing work, or financial aid, if work is not possible, will receive my sympathetic consideration, when the matter comes up in the House. You will realise of course the responsibility for introducing matters of this kind rests with the Government, and that there is little I can do to influence the introduction of legislation. The Conservative Party has on several occasions pressed upon this Government the necessity of adopting a coal policy which would provide work for the mines of Alberta and Nova Scotia, but so far, I regret to say, with much success.

Yours very truly,

Mayor Burns,
Coleman, Alta.,

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037093

172

Ottawa, March 1, 1926.

Dear Sir:

Your letter of the 25th instant, enclosing copy of resolution passed by the Western Canada Wholesale Fuel Dealers' Association, reached me to-day. You will realize, of course, that the responsibility of introducing legislation along this line rests entirely with the Government and that there is little I can do to influence the introduction of legislation. I may say, however, that we have several times pressed upon the Government the necessity of the adoption of a coal policy for Canada which would work to the advantage of the Canadian coal miners and operators but so far without very much success.

Yours very truly,

W.H. Morrison, Esq.,
Secty., Western Canada Fuel Assn.,
223-A Phoenix Block,
Winnipeg, Man.

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Peace River Anthracite Coal Company, Ltd., 037094

Hudsons Hope, B.C. On the Peace River

Mar. 2nd, 1926.

The Right Honorable
The Leader of the Opposition
Arthur Meighen, Esq.,

Dear Mr. Meighen -

I am taking the liberty of calling to your attention, through a recent acquisition of mine, the fact that there is now in Canada a coal ofan even higher grade of fuel content than the American product shipped into Winnipeg and hard coal districts.

In spite of the fact that this field has been reported on recently by the Dominion Geologic Board, very few people are aware that at last it is possible to place this product in favorable competition with the American coal.

We are confronted primarily with the transportation problem, which we are solving, by the use of steam boats in transporting our product to Peace River, the river-rail terminal of the E.D. & B.C., which gives us our connection with the eastern markets. While the rail rate is rather high it is by no means prohibitive to our shipping at a quoted price, which I have here before me, and to our supplying the prairie markets, which you will agree are logically ours.

I am writing you this letter in a personal vein entirely, seeking your co-operation as a business man, not as a statesman. It is possible with one unit of transportation on the river, costing about $60.000. to ship between twenty-six and forty thousand tons of coal in a navigational season.

I find I can produce and land the product at the river here at Hudsons Hope, on the Peace, at about $5. per ton. My transportation to Peace River will be under $2. per ton and loading facilities another dollar. Add this to the present quoted rate of $6.30, and you have the cost per ton landed in Winnipeg, which is $14.30 per ton. We can secure an unlimited market around $17.50 wholesale. This should net us easily $3. per ton, as I have purposely made my costs including the freight rate, quoted by the Can. Pac. office in Winnipeg, amply high.

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037095

A. Meighen, Esq. #2

I hold an option covering this property, comprising nine sections of 5,760 acres of coal. I secured this at a very favorable price, due to my long stadning friendship with a Mr. Neal Gething, whom I am sure Senator Green, in Ottawa, of your party, will vouch for highly. The price that I have secured this at is $20. per acre, being considerably less than it is possible to secure coal of unproven fields from the Provincial Government, were they available.

This favorrrable situation is due to the fact that Mr. Neal Gething is launching his son out in this coal business under my guidance, because of the many years I have put in mining in the west. From Senator Green, if you so wish, you can verify the fact that Mr. Gething is interested in other sections of this same field, and his Company is also operating actively, so that my figures are no conjectures in any sense, but proven facts.

I would have taken this matter up directly with my brother Bob Adams, but as he is now actively engaged in South America on a very large venture, I do not care to burden him at the moment. Realizing your active participation in tariff matters, pertaning in particular to coal, you will have become, doubtless in touch with business men of sufficient financial ability to handle the proposition.

I have been assured that a payment of $10. per acre will cover my option, if I can take it up by the 1st of August of this year, and the balance of $10. per acre will be payable at my option with unlimited time.

Now frankly, I am placing this directly before you and soliciting your assistance in forming and promoting a private Company to operate this immense and rich field, chiefly for two reasons, i.e. - because you are the best man in Canada today to get the thing over big, and because of the splendid old friendship existing between our families for these many years.

Money on call to the extent of less than $300.000. would earn us an income of $150.000 per year by the use of two units, which this sum would cover in addition to purchase of the property. I can think of no other opportunity which is so clean cut and bona fide, bearing every scrutiny and inviting any investigation which you may wish to subject the property too. A complete summary by the Dominion Geologic Board on seven square miles contiguous to this property shows some eighty million tons of Canadian anthracite coal incorporated in the property, exclusive of less than three foot seams. Our property contains all of these measures and some of a lower horizon, which will show a higher fuel content than the Board analyses.

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037098

A. Meighen, Esq. #3.

This product can be distinctly understood from a fuel standpoint, to be superior to the American coal, in the fact that it contains greatly less ash and a greater fuel content with no hydroscopic water. The measure which we hope to mine from is approximately six feet of clean coal. In places the erosion has exposed it by eliminating the sandstone and if necessary might be worked with a steam shovel.

You have more facilities at your command to judge this Province's ability to construct the railroad which Premier Oliver, on the floor of the House, states will cross the Peace River Canyon at the head, thereby bringing the railwoad over a portion of these nine sections of coal which I have optioned.

You will readily see therefore, that I would appreciate your co-operation and advice at the earliest moment. The month of May is the beginning of the navigational period on this river and should any party wish to investigate this property I would suggest that they come in as early as possible to expedite matters to such an extent that we might ship a certain tonnage this season of 1926, and be in first class shape to take full advantage of the following season.

Trusting that you will favor me with a reply at your earliest convenience and with all kind wishes to Mrs. Meighen and hoping that you yourself may be able to come in this spring and become a major holder in this anthracite field, I am,

Most sincerely,

Jack Adams

J.A. Adams,
Personal.

P.S. Why no bring Mrs. Meighen and Dr. Metcalfe and Allison in for a little outing when you come this spring?

J. A.

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037097

Lethbridge Alta Mar 7
1926

Hon Arthur Meighen
Ottawa

not attached when filed

Dear Sir

I am enclosing a clipping from our local paper that will explain itself. As you are aware we conservatives have been working on this coal question for several years. We have held this idea back for a year to see if your party would come into power but now as we think you may not gain power at last for a time we thought we had better take it up through the Board of Trade and have met with a very nice reception and we think the Board is going on through with it. We have a very good backing from Mr Hogg as he is president. So I thought I would notify you that it will probable be placed before the Government before long, and hope to get your cooperation any any line you deem advisable.

With the best wishes for your future

I Remain As Ever
F. W. Hutton
539, 14th St. S.

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037098

LAVELL & ROSS
Barristers, Solicitors, Notaries Public
J. R. LAVELL J. A. ROSS

CODE: WESTERN UNION
CABLE ADDRESS: ROSS, BARRISTER - EDMONTON

PHONE 4844

SUITE 8, McDOUGALL COURT

10062 100TH STREET
EDMONTON, ALBERTA

March 10, 1926.

Right Hon. A. Meighen, K.C., M.P., P.C.,
House of Commons,
Ottawa, Ontario.

Dear Mr. Meighen:-

The calamitous news of the $9 rate for coal was received in Edmonton with great dismay. Bury at once wired the Minister of the Interior, and if we handle the present situation properly it will utterly ruin Stewart's chances of re-election in West Edmonton.

Apart from that however, we can let that take care of itself, if we devote our attention to forcing Alberta coal through to Ontario. Now, we rely upon your promises and pledges made here to us last October, and you now have a big backing in the House of Commons. May I therefore, on behalf of thousands here appeal to you and the Conservative party which you lead, to make life utterly miserable for the present Coalition Government over this coal question.

You know we have had our Labor difficulties here and people out of work in every branch of life, and you also know that if we can succeed in holding the Ontario market , that the coal trade in Alberta will help every man, woman, and child

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037099

in the Province.

I understand that the control of the C.P.R. has largely passed into American hands, and the common talk is that its interests are no longer Canadian, but that it is being used by the coal man of the United States to recapture the Canadian market for low-grade American Anthracite.

If you and the opposition are not able to accomplish anything else, if you can settle this coal situation in favor of Alberta and Nova Scotia, you will have deserved well of the country. If I were near Stewart now his ears would burn with the scalding I could give him for bowing to the Yankee lash administered through the C. P. R. You know perfectly well what he and his party said up here the last election: " That both you and your supporters here were nothing but four-flushers and that we did not mean what we said about coal ", and Stewart went about preaching that we were talking impossibilities and that it was an economic impossibility to put Alberta coal into Ontario. I think that in their present state of desperation ~~you have~~ here, that Charles Stewart would be only too happy to come back here and say" I did my best to put Alberta coal into Ontario, even against my better judgement, and I told you it was an impossibility and now it has proven to be such", and so on, "ad nauseam"".

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037100

Now, I beg of you to attend to this. If you do and succeed, we will carry West Edmonton the next election and more seats in Alberta. I know how urgent it is and so do you, and I also know that when you start you are a hard hitter. Now,please take a club at once.

With all good wishes,

Yours sincerely,

LAVELL & ROSS.

per Laurs a. Ross.

R/MC

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CANADA

037101

172

Ottawa, March 12, 1926.

F. H. Hutton, Esq.,
539 - 14th St.,
Lethbridge, Alta.

Dear Mr. Hutton:

I have your letter of March 7th. Have read the article and your statement to the Board of Trade with much care and very great interest. Your suggestion is an excellent one and I hope will be acted upon.

Yours very truly,

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037102

172

Ottawa, March 15, 1926.

James A. Ross, Esq.,
Lavell & Ross,
10082 - 100th St.,
Edmonton, Alta.

Dear Mr. Ross:

I have your letter of the 10th. We have omitted no opportunity to press for a solution of the coal situation and have in this respect gone beyond the usual functions of an opposition and have definitely outlined a policy. Whatever may be said of other subjects there certainly has been no failure to drive home the importance of this question during the present session.

I have a clear recollection of the statements I made at Edmonton, and have not the least thought of receding from them in any way.

Yours very truly,

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037103

172

Ottawa, March 26, 1926.

Dear Mr. Adams:

I have your letter of the 2nd March. It has come to me during the press of a very heavy session. The securing of time for meals is difficult enoughtand I am afraid it is not possible for me to give consideration to an expenditure so big and so far away as this one, even were it, on the financial side, possible for me to consider it. I think the best thing I can do is to take the matter up with a friend of mine here who has associated with mining men and who may be able to interest someonw in your plan. It certainly looks tood to me, but I cannot pretend to be a judge of enterprises of this kind. Probably you will hear later from myself or someone else on the subject matter of your letter. Meantime accept my very kindest regards for yourself and Mrs. Adams. I am sorry it has not been my pleasure as yet to meet her. I am glad to say we are all well here.

Yours very truly,

Jack Adams, Esq.,

Peace River Anthracite Coal Co. Ltd.,
Hudsons Hope, B.C.

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037104

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WESTERN UNION
BENTLEY'S

C.P.R. BUILDING

TELEPHONES 2115
4212

EDMONTON,
CANADA.

April 26, 1926.

PERSONAL.

Rt. Hon. Arthur Meighen, M.P.,
House of Commons,
Ottawa, Ontario.

Dear Arthur:-

I am sending you under separate cover a copy of the Report of our Coal Commission, which I thought you might like to have for reference.

I found the preparation of it just like writing a thesis in the old college days, only more so.

If you will read the foreword you will see that an operator, a mine workman and myself succeeded in being unanimous.

Both the Report and the recommendations are summarized, which will make it easier to refer to any particular point in which you may be interested.

Yours sincerely,

HMEE:AM.

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037105

172

Ottawa, Ont., 1st May, 1926.

Dear Mr. Evans,

Your letter of the 26th April, together with report of the Alberta Coal Commission, reached me today upon my return from a short absence. I have not yet had an opportunity of reading the report, but I shall do so at the very first leisure moment.

put on ~~Pamphlet~~ top of cabinet with rest of books

Things are moving along in our House. Expect to be speaking on the Budget next week, after which I hope to have time to do some reading.

Yours very truly,

H.M.E.Evans, Esquire,
C.P.R. Building,
Edmonton, Alta.,

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037106

MONCRIEFF & WOODROW
BARRISTERS & SOLICITORS

GEO. G. MONCRIEFF
C. S. WOODROW

OFFICES AT
PETROLIA—PHONE 21
SARNIA—PHONE 326

SOLICITORS FOR
THE TOWN OF PETROLIA
THE BANK OF TORONTO, PETROLIA
THE CROWN SAVINGS AND LOAN COMPANY

PETROLIA,
ONTARIO,
CANADA

June 1, 1926.

The Right-Honourable Arthur Meighen,
O t t a w a, C a n a d a.

Dear Mr. Meighen:

With reference to the recent appointment of Mr. J. E. Armstrong as Chairman of the Committee on Coal, perhaps your Secretary would write me to what extent this was a distinction, that is, how far it was unusual for the Government in power to appoint a Member of another party to be Chairman of an important Committee. For obvious reasons, I do not wish to make this enquiry of Mr. Armstrong himself.

Glad to note that you have recovered from a short indisposition.

With personal regards,

Faithfully yours,

M-McH

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037107

172

Ottawa, Ont., 3rd June, 1926.

Dear Sir,

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 1st instant, and to say in reply that Mr. Armstrong was not chosen as chairman of the Committee on Coal by the Government, but by the Members of the Committee. It is quite usual for the Committee to elect its own Chairman, and this is what happened in the case of Mr. Armstrong. Subsequently, however, Mr. Armstrong was displaced by the Government which is quite unusual.

Yours faithfully,

Private Secretary

Geo. G. Monorieff, Esquire,
Barrister, etc.,
Petrolia, Ontario

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W. E. Schuster,
Pres. and Gen. Manager

037108

W. N. Belair,
Vice Pres. and Sec'y-Treas.

The Schuster Company, Limited

Hard Coal
Coke
Pocahontas

Coal and Shipping
Merchants

Kentucky
and
Pittsburgh
Coal

ALL CONTRACTS SUBJECT TO STRIKES AND OTHER CAUSES BEYOND OUR CONTROL. RAILROAD WEIGHTS AT SCALES NEAREST MINES SHALL GOVERN SETTLEMENTS. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Belleville, Ont., 11th June, 1926.
CANADA

Rt. Hon. Arthur Meighan,
House of Commons,
Parliament Buildings,
OTTAWA, Ont.

Dear Mr. Meighan;-

(PRIVATE AND CONFIDENTIAL)

Roy M. Wolvin of the British Empire Steel Corporation gave some evidence before the Committee investigating the coal resources of Canada several days ago, and this has resulted in a little gossip concerning the financial position of the British Empire Steel Corporation, and I have just read a letter from the highest financial authority in Canada which states in plain English that the British Empire Steel Corporation is about to collapse. You will appreciate, of course, the necessity of keeping this absolutely confidential, as the letter was shown to me by a very great personal friend, and in strict confidence.

Please destroy this letter after perusal.

I am,

Yours very truly,
W. E. Schuster

WES:T

NOTE:—SEE CONDITIONS OF COAL SALES ON BACK HEREOF.

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037109

W. E. Schuster,
Pres. and Gen. Manager

W. N. Belair,
Vice Pres. and Sec'y-Treas.

The Schuster Company, Limited

Hard Coal
Coke
Pocahontas

Coal and Shipping
Merchants

Kentucky
and
Pittsburgh
Coal

ALL CONTRACTS SUBJECT TO STRIKES AND OTHER CAUSES BEYOND OUR CONTROL. RAILROAD WEIGHTS AT SCALES NEAREST MINES SHALL GOVERN SETTLEMENTS. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Belleville, Ont., 11th June, 1926.
CANADA

V. Cloutier, Esq., Assist. Chief Clerk,
Committee Branch, House of Commons,
Parliament Bldgs., OTTAWA, Ont.

Dear Sir;-

Replying to your communication of recent date I have pleasure in handing you herewith my report on the coal situation.

I have the honour to be, Sir,

Your obedient servant,

W E Schuster

Pres. & Gen. Manager

WES:T

Copy to Rt. Hon. Arthur Meighan

NOTE:—SEE CONDITIONS OF COAL SALES ON BACK HEREOF.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
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CANADA

037110

W. E. Schuster,
Pres. and Gen. Manager

W. N. Belair,
Vice Pres. and Sec'y-Treas.

The Schuster Company, Limited

Hard Coal
Coke
Pocahontas

Coal and Shipping
Merchants

Kentucky
and
Pittsburgh
Coal

ALL CONTRACTS SUBJECT TO STRIKES AND OTHER CAUSES BEYOND OUR CONTROL. RAILROAD WEIGHTS AT SCALES NEAREST MINES SHALL GOVERN SETTLEMENTS. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Belleville, Ont., 11th June, 1926.
CANADA

NOVA SCOTIA COAL FOR THE PROVINCE OF ONTARIO

It appears to be generally accepted that Nova Scotia coal is suitable for high grade domestic and industrial coke, and therefore every effort should be made to encourage the establishment of coking plants at suitable points in the Province of Ontario where water borne coal can be handled right to the ovens.

The C. P. R. and the C. N. R. might be induced to use additional quantities of Nova Scotia coal, taking delivery of same at water ports such as Prescott, Brockville, Belleville and Toronto.

ALBERTA COAL

This is absolutely and solely a transportation problem, and can be solved only by the co-operation of E. W. Beatty, Sir Henry W. Thornton and W. H. Coverdale.

U. S. ANTHRACITE

U. S. hard coal operators are fully aware of the discontent and resentment felt in some quarters over their coal. However, if the conditions during the various stress periods covering the last ten or twelve years are carefully scrutinized as to Canada's supply it will be found that the Canadian people have been treated justly by the American hard coal operators. It can be fairly well assumed that the U. S. anthracite industry has reached a stable condition, at least for some

NOTE:—SEE CONDITIONS OF COAL SALES ON BACK HEREOF.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 15)

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037111

W. E. Schuster,
Pres. and Gen. Manager

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Coke
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ALL CONTRACTS SUBJECT TO STRIKES AND OTHER CAUSES BEYOND OUR CONTROL. RAILROAD WEIGHTS AT SCALES NEAREST MINES SHALL GOVERN SETTLEMENTS. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Belleville, Ont.,
CANADA

years to come, and I doubt if there ever again occurs such a prolonged strike as the last one. People in the Central Provinces of Canada who have been accustomed to American anthracite will continue to burn it. The British anthracite industry is just as liable to strike interruptions as the Pennsylvania mines. Any action by the Federal Parliament of Canada to hamper the importation of American anthracite would, I feel, be detrimental to the interests of the Canadian people.

WELSH OR BRITISH COAL

Welsh or British anthracite is a high grade domestic fuel, superior to American anthracite, at any rate it commands a premium in Canada over American anthracite. It is well established and will be permanently used, more generally on this Continent in cities such as Montreal, Halifax, St. John, Quebec, New York, Boston and Philadelphia.

NOTE:—SEE CONDITIONS OF COAL SALES ON BACK HEREOF.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

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CANADA

037112

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Ottawa, June 12, 1926.

W.E. Schuster, Esq.,

The Schuster Co. Ltd.,

Belleville, Ont.

Dear Mr. Schuster:

I have your letter of the 11th instant which I am treating as you requested. The information you give had already come to me and the event you fear is probable at any time unless extraordinary assistance is forthcoming forthwith.

With kindest regards to Mrs. Schuster and yourself,

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037113

J. W. H. Wallace, C. E.

Economist and Educationalist.
Solution of Social, Political, Economical
and International Questions a Specialty.

Quebec, Canada.

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037114

COMMERCIAL
CLASSICAL
TECHNICAL
INDUSTRIAL

WALLACE COLLEGE

60, PALACE HILL

FOUNDED 1898

J.-W. M. WALLACE, C.E.
PRINCIPAL:

Copy for Rt. Hon. Arthur Meighen

172

Phone 2-4545-W QUEBEC, June 12, 1926.

Rt. Hon. W. L. MacKenzie King,
Prime Minister of Canada,
Ottawa, Ontario.

Right Honorable Sir:

I have been reading many tentative propositions for the solution of Canada's Fuel Problem including those furnished at the recent interprovincial meeting at Ottawa.

A parliamentary committee of intelligent men has been appointed to study and analyse all suggestions or propositions presented for its solution. I have been in communication with this committee and likewise with the Hon. Minister of Mines, and have made an offer for its settlement.

It is more than ever time to have this question settled, when we take into consideration Canada's enormous debt, our vanishing population, many grandiose projects retarded, the continual rise in the price of coal, and our dependence on the United States, which will soon become subservience to the United States.

I am certain that your committee will accept my proposition and am willing to abide by their decision whether or not I merit a reward.

I now ask you to say, that if the committee decides favorably, that you will ask the House to vote me the sum of One Hundred Thousand Dollars. This represents one-twentieth of one per cent of what I will save for Canada in one year alone.

Most respectfully yours,

J. W. M. Wallace

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CANADA

037115

5985 MONKLAND AVE

TEL. WALNUT 6428

ALFRED F. A. COYNE

CONSULTING GEOLOGIST

LATE ASSOCIATE DIRECTOR INSTRUCTION FIELD GEOLOGY
PETROLEUM EXTENSION UNIVERSITY
FT. WAYNE, IND.

MONTREAL, CANADA

June 15th 1926

Rt Hon.Arthur Meighan
Ottawa
Ontario.

Dear Sir.

I have enclosed a complimentary copy of my Brochure,which is my stated case for a possible supply of coal within Canada as a solution of our national fuel problem.

Should the work merit your approval,your kind acknowledgement would be appreciated by me.

yours very truly,

A F A Coyne

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
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CANADA

037116

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STATEMENT SHOWING RENTAL OF COAL LEASES COMPRISING LOCATIONS IN TOWNSHIPS 55 TO 59, RANGES 7, 8 AND 9, WEST OF THE 6TH MERIDIAN, IN DEFAULT FOR SHORT PERIODS, BUT PAID IN FULL WITH INTEREST.

Lease No.	Annual Rental. $ ¢	When Due.	When Paid.	Amount paid. $ ¢
		CANADIAN COAL FIELDS, LIMITED.		
917	1280 00	19th October, 1913.	14th January, 1914. 18th November, 1914.	1279 75 25
	1280 00	19th October, 1914.	17th May, 1915.	1280 00
	1280 00	19th October, 1915.	29th September, 1916.	1280 00
	1280 00	19th October, 1916.	16th June, 1917.	1280 00
	1280 00	19th October, 1917.	16th June, 1917. 26th December, 1918	8 74 1271 26
	1280 00	19th October, 1918.	26th December, 1918 16th January, 1919. 15th April, 1919.	1192 68 78 94 8 38
	1280 00	19th October, 1919.	21st November, 1919 9th April, 1920. 28th July, 1920.	607 28 396 40 276 32
	1280 00	19th October, 1920.	20th November, 1920 10th December, 1920	1272 15 7 85
	1280 00	19th October, 1921.	11th November, 1921.	1280 00
	1280 00	19th October, 1922.	11th November, 1922.	1280 00
	1280 00	19th October, 1923.	14th November, 1923.	1280 00

The rental is payable yearly in advance so that the rental in this case has been paid in full to the 19th of October, 1924.

MEIGHEN PAPERS, Series 3 (M.G. 2[illegible], I, Volume [illegible])

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037117

Lease No.	Annual Rental. $	¢	When Due.	When Paid.	Amount paid. $	¢
			CANADIAN COAL FIELDS, LIMITED.			
1048	640	00	10th June, 1915.	4th July, 1916. 29th September, 1916	605 34	90 10
	640	00	10th June, 1916.	29th September, 1916.	640	00
	640	00	10th June, 1917.	21st November, 1919 9th April, 1920.	226 413	45 55
	640	00	10th June, 1918.	28th July, 1920.	640	00
	640	00	10th June, 1919.	28th July, 1920.	640	00
	640	00	10th June, 1920.	28th July, 1920.	640	00
	640	00	10th June, 1921.	17th June, 1921.	640	00
	640	00	10th June, 1922.	17th June, 1922.	640	00
	640	00	10th June, 1923.	14th June, 1923.	640	00

The rental in this case has been paid in full to the 10th of June, 1924. The lease provides for thirty days grace in making such payments.

			CANADIAN COAL FIELDS, LIMITED.			
1208	640	00	22nd May, 1915.	8th November, 1915.	640	00
	640	00	22nd May, 1916.	29th September, 1916.	640	00
	640	00	22nd May, 1917.	21st November, 1919. 9th April, 1920.	224 415	79 21
	640	00	22nd May, 1918.	28th July, 1920.	640	00
	640	00	22nd May, 1919.	28th July, 1920.	640	00
	640	00	22nd May, 1920.	28th July, 1920.	640	00
	640	00	22nd May, 1921.	17th June, 1921.	640	00
	640	00	22nd May, 1922.	17th June, 1922.	640	00
	640	00	22nd May, 1923.	14th June, 1923.	640	00
	640	00	22nd May, 1924.	14th June, 1924.	640	00

The rental in this case has been paid in full to the 22nd May, 1925.

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PUBLIC ARCHIVES
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CANADA

037118

Lease No.	Annual Rental $	¢	When Due.	When Paid.	Amount paid. $	¢
			CANADIAN COAL FIELDS, LIMITED.			
1281	1280	00	22nd May, 1915.	18th April, 1916. 20th May, 1916.	1221 58	78 22
	1280	00	22nd May, 1916.	2nd March, 1917. 21st November, 1919.	1279	48 52
	1280	00	22nd May, 1917.	21st November, 1919. 9th April, 1920.	449 830	04 96
	1280	00	22nd May, 1918.	28th July, 1920.	1280	00
	1280	00	22nd May, 1919.	28th July, 1920.	1280	00
	1280	00	22nd May, 1920.	28th July, 1920.	1280	00
	1280	00	22nd May, 1921.	22nd May, 1921.	1280	00
	1280	00	22nd May, 1922.	17th June, 1922.	1280	00
	1280	00	22nd May, 1923.	14th June, 1923.	1280	00
	1280	00	22nd May, 1924.	14th June, 1924.	1280	00

The rental in this case has been paid in full to the 22nd May, 1925.

			BLUE DIAMOND COAL COMPANY, LIMITED.			
1610	1280	00	20th February, 1921.	4th May, 1921. 10th December, 1921.	315 964	95 05
	1280	00	20th February, 1922.	13th March, 1922.	1280	00
	1280	00	20th February, 1923.	9th March, 1923.	1280	00
	1280	00	20th February, 1924.	6th March, 1924.	1280	00

The rental in this case has been paid in full to the 20th February, 1925.

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PUBLIC ARCHIVES
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037119

Lease No.	Annual Rental. $ ¢	When Due.	When Paid.	Amount paid. $ ¢
		BLUE DIAMOND COAL COMPANY, LIMITED.		
1674	1280 00	20th February, 1921.	4th May, 1921. 10th December, 1921.	315 95 964 05
	1280 00	20th February, 1922.	13th March, 1922.	1280 00
	1280 00	20th February, 1923.	9th March, 1923.	1280 00
	1280 00	20th February, 1924.	6th March, 1924.	1280 00

The rental in this case has been paid in full to the 20th of February, 1925.

		BLUE DIAMOND COAL COMPANY, LIMITED.		
1675	1180 00	20th February, 1921.	4th May, 1921. 10th December, 1921.	315 74 864 26
	1180 00	20th February, 1922.	13th March, 1922.	1180 00
	1180 00	20th February, 1923.	9th March, 1923.	1180 00
	1180 00	20th February, 1924.	6th March, 1924.	1180 00

The rental in this case has been paid in full to the 20th of February, 1925.

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CANADA

087120

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MEDICINE LAKE COAL PROPERTY.

This property lies about twenty miles South West of Lovett, the present terminus of the Coal Spur Branch of the C. N. R. in the Province of Alberta.

The coal on this property is a high grade, bituminous, steam coking coal and the following is an average analysis made by James A. Kelso of the University of Alberta:

Moisture -	1.2%
Volatile Matter -	23.1
Fixed Carbon -	69.2
Ash -	6.5
Heating value in B.T.U.	14,100

Remarks: Good grade of coke produced. Source of sample and accuracy of sampling not known. This report only made for private information of party submitting sample. It is supplied on the understanding that it is not to be used for advertising purposes.

It will be seen that this coal ranks with the best bituminous coal on the market. It is not only of the highest quality, free from resin and with practically no sulphur, easily and economically mined, but there is absolutely no bone or dirt and the coal would need no preparation to be marketed.

Medicine Lake seams are the same series as Cadomin and Luscar, which is the highest grade of coal at present mined on the Canadian National Railways.

The seams are perpendicular and vary from twelve to sixty feet in width; they lie at an angle of 65° to 80°.

The method of mining is what is known as a "Retreating Panel" system and is a very efficient and economical process.

Splendid mining timber is located on the property. This is an advantage over practically every other mine of a similar quality of coal in Alberta and reduced the cost of operation.

It is estimated that there is on this property 24,000,000 tons of recoverable coal above track level and over 200,000,000 tons of recoverable coal below track level.

The property consists of about 7½ miles of leasehold from the Dominion Government.

About $150,000 has been spent on prospecting and developing this property, in payment of leases, the survey of a railroad and the securing of a charter, on the above property to date.

A railway survey was run from Lovett to Medicine Lake, which cross-cuts this property in two places. This survey was in charge of Mr. Knowlton, a C. N. R. engineer. The following is an extract from his report :

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037121

"The aforementioned estimate has been deduced from data arrived from Location Survey made. All quantities amply large and I am sure that the prices are also adequate to do the work.

For a mountain line the conditions, both from a construction and operating standpoint, are Ideal.

The maximums are as fealows - six degree curves 1.50% Grade South-bound (against empties) and only one short piece of 0.46 North-bound, The next highest is 0.30% ((against the loads). It may be possible to eliminate the 0.46%. Did not have time as we were rushing things so as to get the maps in, before the House meets, in order to get a Charter.

As you are far more familiar with the conditions of the Country through which the line passes and the purpose for which it is to serve, I will not make any comment, only to say that I do not believe there is another branch line the same length in the Province of Alberta that can transport coal any cheaper or for the same money."

Mr. Knowlton estimates the cost of construction at $774,895. but figures secured from reliable railway contractors would reduce this cost to at most $600,000.

It will be noted that the maximum grade is 1½%, all in favour of the loads. The maximum curvature is 6°. This is remarkable in this Country, as the Mountain Park Branch has grades of approximately 3% and the cost of maintenance is therefore very heavy.

A charter was secured from the Alberta Legislature at the recent session to construct this railway and to make any terms with the C. N. R. for construction, operation, &c.

The market for this coal is the C. N. R., the Prairie Provinces and the Pacific Coast. Of these markets the Pacific Coast is by far the largest. Investigations made by us and confirmed by Mr. Stutchbury, Coal Commissioner for Alberta, show that there is an enormous market for coal on the Pacific Coast. These reports I would be glad to give you.

Seattle alone uses two million tons per year of bunkered and domestic coal.

This coal could be marketed not only on the Canadian Pacific Coast but on the whole American Pacific Coast, by rail to Port Mann and by hulks to market. The duty on bituminous coal going into the United States is 53¢ per ton.

There are five bituminous steam coal mines on the C. N. R. in Alberta, namely: Blue Diamond at Brule on the Main Line near Jasper, the Brazeau Collieries at Nordeg on a branch of the C. N. R. West of Red Deer, and the Cadomin, Luscar and Mountain Park mines on the privately owned railway belonging to the Mountain Park Coal Company, running from Coal Spur on the C. N. R. Coal Spur Branch to Mountain Park, a distance of about 33 miles.

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CANADA

037122

There is one low grade coal mine five miles West of Coal Spur on the Mountain Park Branch and several low grade coal mines between Coal Spur and Lovett on the C. N. R. Coal Spur Branch.

The bituminous steam coal mines sell less than ten per cent of their output to the trade and live practically entirely off the business they get from the Railway Company.

At the present time, little is being done by these mines to develop this business, either by reducing the price or extensively going into the commercial market.

The possible output of the bituminous steam coal mines is approximately 3,500,000 tons a year.

The C. N. R. use approximately 1,300,000 tons of coal mined in this area per annum, at the present time.

They pay $4.50 per ton, F.O.B. the mine, for the steam coal.

They pay $2.70 per ton, F.O.B. the mine, for the low grade coal. The low grade coal has only about half the efficiency of the steam coal.

The Railway Commission will not permit the C. N. R. to use the low grade coal during the summer months, on account of the sparking qualities of this coal and the resultant danger of forest fires.

The C. N. R. have recently refused to use Blue Diamond coal on account of the poor quality and the dirt in the coal.

In addition to the F.O.B. price paid by the C. N. R. to the mines located on the Mountain Park Branch, the C. N. R., under agreement, operate this road and the Mountain Park Company maintain it, but the C. N. R. pay the Mountain Park one cent per ton per mile for all freight hauled over this private road.

This means that on both O.C.S. coal and commercial coal, shipped either to the Coast or to the prairies, the C. N. R. have to pay the following freight rate to the Mountain Park Branch:

Cadomin Coal,	22¢ per ton,
Luscar "	27¢ do.
Mountain Park Coal,	33¢ "

The Brazeau coal is practically eliminated, so far as the Coast market is concerned, on account of the fact that there is an additional haulage from Nordeg to the Coast of at least 500 miles.

The coal from the Medicine Lake Collieries is of a higher quality than the coal at present used on the Pacific Coast and has the advantage of being free from sulphur and resin

The coal supply of the Pacific Coast comes from Vancouver Island, Utah, Wyoming, Australia, Norfolk, Virginia, and Wales.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 7)

PUBLIC ARCHIVES
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CANADA

037122

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MIKAN [illegible], Series 3 (R.G. 7, I, [illegible])

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037123

The Vancouver Island coal contains up to 3½% sulphur & and some resin, which is detrimental to bunkering.

The late Major J. D. McKenzie, who investigated Vancouver Island coal fields for the Dominion Government, claimed that Vancouver Island had only one sixth of the previously estimated coal supply and of this 800,000,000 tons only a small percentage is recoverable and he stated that this coal will be entirely exhausted, so far as commercial mining is concerned, within the next 25 years.

The cost of mining Medicine Lake coal, together with the freight to Port Mann, is approximately the same as the cost of mining Vancouver Island coal.

Extensive experiments were carried on with Alberta coal in Seattle during the last three months, with excellent results. I should be pleased to give you copies of the letters received from the users.

According to a report, which I would also be pleased to submit, prepared by Mr. Muirhead of ~~the~~ Seattle for the Vancouver Harbour Board, the bunkering of high grade coal in Vancouver is absolutely necessary to the future success of the Port and would immediately increase the tonnage coming to Vancouver.

The C. P. R. pay $4.80 F.O.B. the mine for the first 25,000 tons per month and $3.80 for any surplus for coal secured from the Crows Nest of a similar quality to Medicine Lake coal. They use this coal for their Western business and on one division East of Winnipeg.

The maximum amount of coal any of the bituminous steam coal mines can produce per day is approximately 2,500 tons.

We are asking the C. N. R. to build the railway from Lovett, the present terminus of their own branch, to Medicine Lake, a distance ofabout 22 miles, at a cost of approximately $600,000.

In return for this, we propose to give the C. N. R. a contract to supply, say, 1,000 tons per day for any term they wish, based on present mining cost, at a price that will save them at least $1,000,000 per year on their coal bill, providing the other mines meet the price. This saving would more than repay the C. N. R. for the construction of this proposed extension in one year.

We are prepared to satisfy the C. N. R. of our ability to profitably mine coal at this price.

In the event of the other mines refusing, we will agree to supply the present demands of the C. N. R. at the above price and we are in a position to satisfy the C. N. R. of our ability to mine sufficient coal per day to meet their total present requirements.

2,500 tons is about the maximum that can be produced from one entry, but this railway and a short spur (the cost of which is included in the aforementioned estimate) would crosscut our seams in two places and, opening two large seams on both sides of the track, would make eight entries. At 2,500 tons per entry per day, this would make 20,000 tons per day.

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037124

Within thirty days of the railway reaching Medicine Lake, 400 tons per day could be produced, and within ninety days 1,000 tons per day. The production could be increased to meet the requirements on the same basis.

The present requirements of the C. N. R. are about 6,000 tons per day. None of the other mines cross-cut their seams at more than one place, on account of the topography of the country.

The building of this railway would bring into use the present C. N. R. branch from Coal Spur to Lovett, which at the present time has very little traffic at certain seasons of the year.

Coal for both commercial and O.C.S. uses from the proposed branch would save the C. N. R. the cent-a-ton-mile rate now paid to the Mountain Park Branch, to say nothing of the very low grade on the proposed branch as compared with the Mountain Park Branch.

In competing for Coast business, the C. N. R. suggest reducing the present freight rate of $3.90 per ton to $3.00 per ton. In the case of coal taken from the Mountain Park Branch, they would have to give an average of 25¢ per ton of the $3.00 to the private railway. The distance from the Coal Spur to the Coast is over 700 miles.

A market could be developed on the Pacific Coast inside of two years for at least 2,000 tons per day or, in other words, additional freight for the C. N. R. of nearly $2,000,000 per year.

If this coal all came off the Mountain Park branch, over $160,000 of the freight received by the C. N. R. would have to be turned over to the Mountain Park Railway Company; in other words, the expenditure necessary to build this extension from Lovett to Medicine Lake would be repaid to the C. N. R. in less than four years on the above saving in freight alone.

Of the 1,300,000 tons purchased and used by the C.N.R. per year, at least 500,000 comes from coal mines situated on the Mountain Park branch. If this coal were produced on the proposed branch, owned and operated by the C. N. R., there would be a saving of $125,000 per annum to the Railway Company, or the return of the total cost of the extension on this item alone inside of five years.

The reduction in the F.O.B. mine price of the coal offered by the Medicine Lake Collieries not only offers a saving to the C. N. R. on O.C.S. coal but would encourage the C. N. R. to use Alberta coal further East on their system than at present.

. The reduction in price also helps to develop the Coast and prairie commercial business. This is especially true on the prairies, where you come into competition with American coal at such points as Winnipeg.

Although the proposed Medicine Lake extension runs through the forest reserve, there are some timber limits of very fine standing timber which were taken up before the forest reserve was created. These will produce not only first class

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037125

lumber but splendid ties, which are becoming difficult for the Railway to secure. A good many commercial telegraph and telephone poles could also be produced in this district.

Power could be developed on the North Brazeau River, at very low cost, sufficient to supply all the mining operations, if required. This would be within one and a half miles of all the entries on the Medicine Lake property.

The annual saving to the C. N. R. by the building of this extension, on their coal bill and on the freight which could be developed, would be sufficient to repay the amount invested.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 15)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

D37126

172

Ottawa, June 21, 1926.

A.F.A. Coyne, Esq.,
5985 Monkland Ave.,
Montreal.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 15th enclosing copy of your Brochure. Mr. Meighen has not not had an opportunity of reading this owing to pressure of work in the closing days of the session, but he expects to do so shortly.

Yours faithfully,

Private Secretary.

filed with material file 172

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Coal

037127

TELEGRAPH AND CABLE ADDRESS "NATGAS"

TELEPHONE M6626

THE CANADIAN WESTERN NATURAL GAS, LIGHT, HEAT & POWER CO. LIMITED

C.J.YORATH,
PRESIDENT & MANAGING DIRECTOR

H.S.WATTS,
SECRETARY-TREASURER

H.S.TIMS,
MANAGER.

P.D.MELLON,
SUPERINTENDENT AND CHIEF ENGINEER.

215 SIXTH AVENUE WEST,

CALGARY, ALBERTA,
CANADA.

July 19th., 1926.

Honourable Arthur Meighan,
Government House,
Ottawa, Ontario.

Dear Sir:-

I enclose herewith an Editorial taken from the Daily Herald of Nanaimo, dated July 16th., 1926.

As I recently visited Vancouver Island, and as we are interested in the Electric light and power properties, both at Nanaimo and Duncan, I can vouch for the accuracy of the statements made in this article. There is no doubt that the coal industry is being killed by the competition of fuel oil imported from California. As you know, Nanaimo and district, practically depends upon the coal industry, and if present conditions continue, a City which has been established for over thirty (30) years, will gradually dwindle out of existence.

I know from the statements which you made when you last toured the West, you intend when in power to take steps to prevent this unfair competition. I am sure that you will have the support of every one on the Island in any action which you take in this regard.

Wishing you every success in the forthcoming campaign, and hoping that your Party will have such a majority, that there can be no question or hindrance about putting its policy into effect.

Yours very truly,

C.J. Yorath

CJY/LMB:
encl:

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037128



Don't forget

To put Colman's Mustard on your list for Camp or Summer Home. Then you can have real Mustard with your bacon, fish, meats, sandwiches, etc.

Colman's Mustard aids digestion

427C

NOW OPEN
FIRHOLME COUNTRY INN
Breakfasts — Teas — Lunches
Special Chicken Dinner
5.30 to 7.30
One the Alberni Rd. at Whiskey Creek, 34 miles from Nanaimo.
For orders and reservations phone L. Dis. "Wells"

Herald Printing and Publishing Co., Ltd.
R. R. HINDMARCH, Manager

COAL TOPICS

The report of Mr. F. S. Cunliffe, President of the Associated Boards of Trade of Vancouver Island, read before the convention at Alberni on Wednesday, makes good reading. We suppose it is the duty of a president of a trade organisation to take as optimistic a view of conditions as possible, and to turn in as good a record as possible of the activities of his association. After making due allowances for all this, we have to say that we do not see eye to eye with President Cunliffe in his references to the condition of the Island coal trade. He says that conditions have improved, and that he can confidently look forward to more stability in the coal trade.

President Cunliffe may be able to back up his statements, but they certainly convey a wrong impression of conditions as they exist in the Island coal trade today. In view of the fact that a general election is coming, and also of the fact that never before in its history has the Island coal trade stood in greater need of relief, we beg to take issue with Mr. Cunliffe. When the condition of any trade reaches zero, there is bound to be either stability or extinction. It is only a few years ago that an Island mine, capitalized at millions of dollars, was sold by the sheriff. The Herald, at present, is running an advertisement in which it is announced that another Island mine, also capitalized at millions of dollars, is to be sold by the sheriff. And it has also to be said that not a mine on the Island is working full time, or is producing to capacity. It is possible that this reduced output may be stabilized, but the fact remains that the production of the Island coal mines should have been hundreds of thousands of tons a year more than it is. The output is less than it was twenty years ago, and half a million tons a year below what it was sixteen years ago.

This condition of things would never have arisen had the coal mining industry of the Island received the attention and consideration to which it was entitled from the various Governments at Ottawa. The decline in the coal trade dates from the entry into British Columbia of American fuel oil as a heating and steaming unit. Seeing that millions of dollars were invested in the Island coal industry, and that thousands of families are dependent on its prosperity for their livelihood, the industry should have been adequately protected against the competition of this American fuel oil. If the positions had been reversed, and California had been a coal producing state, and British Columbia an oil producing province, the American Government would have taken adequate measures to save and protect the coal industry of California. It only remains to be said that so long as we have men in responsible positions telling the world that everything in our coal garden is lovely, we are never likely to get the protection to which we are entitled and which all the conditions absolutely call for.

There is another point in President Cunliffe's address to which we wish to take mild exception. Mr. Cunliffe seeks to convey that, owing to his prompt action as President of the Associated Boards of Trade of Vancouver Island, he was successful in obtaining the cancellation of a program which the Federal Government had undertaken of having the Canadian Government steamships on the Pacific Coast converted from coal to fuel oil burners. Mr. Cunliffe admits that he received assistance from the Hon. Wm. Sloan and Mr. A. W. Neill, the member for Comox-Alberni, and this is as far as he goes. However, he concluded that the results achieved certainly justify the existence of the association.

Our readers will remember that the Herald has dealt with this incident before. President Cunliffe first learned the fact that the Department of Marine and Fisheries had started on its programme of converting its steamships on this coast from coal to fuel oil burners, from an editorial which appeared in The Herald. As a matter of fact there are four Government ships operating continuously on this coast, and, at the time the Herald editorial appeared, one of them was in dock at Prince Rupert in process of conversion. The conversion of this ship was finished, and it is now using fuel oil instead of coal for steaming purposes. We know that President Cunliffe dispatched a telegram to the powers that be, and so did the publisher of The Herald. Furthermore, we got into direct touch with the Hon. Wm. Sloan, and also wrote every member from British Columbia at Ottawa with whom we had a personal acquaintance. We know, from their replies, that all of them did what they could; but, as we have previously stated, the chief credit for the cancellation of the conversion programme of the Department of Fisheries and Marine, goes to Messrs. Sloan and Neill. The writer also claimed a small share for himself and for The Herald, but our whispering plea must never have reached the ears of President Cunliffe. All the same, while begrudging no man, nor any association, the credit coming to him or to it, we must say, from a full knowledge of all the circumstances of this incident, that all four ships of the Canadian Mercantile Marine on this coast would now have been burning fuel oil instead of coal for anything that was done by Mr. Cunliffe as President of the Associated Boards of Trade of Vancouver Island.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

037129

SHATEMENT SHOWING THE EFFECT OF TARIFF AND CHEAP OIL FUELS UPON THE PRODUCTION OF COAL AT THE CROW'S NEST PASS COAL COMPANY MINES.

Shipment of Coal to the United States, before the Fording Tariff came into effect:

Year 1920 -	coal shipped to United States.....	457,627 tons.
Year 1921 -	" " " "	508,815 tons.

Shipment of Coal to the United States, after the reciprocal tariff went into effect:

Year 1922 -	Coal shipped to United States.....	328,175 tons.
Year 1923 -	" " " "	356,238 tons.
Year 1924 -	" " " "	57,725 tons.
(During the year 1924, labor troubles curtailed the output)		
Year 1925 -	Coal shipped to United States.....	251,251 tons.

Up to, and including the productive years of 1905 and 1925, the Crow's Nest Pass Coal Company, shipped 7,363,050 tons of coal to the different forms of consumers in the United States, - also shipped 751,268 tons of coke.

The Pay Rolls of the Crow's Nest Pass Coal Company for the year of 1925 amounted to $2,131,796.50. The average employees during the year, amounted to 1456. Expenditures for all forms of Mine supplies, new equipment, the payment of Federal and Provincial Taxes, together with the Provincial Compensation charges, amounted to $973,515.79. Total operative capital provided for 1925 - $3,105,312.29.

From the year 1900 up to and including 1925, a total operative time of 26 years, the Crow's Nest Pass Coal Company have paid out the following described amounts of operative accounts:

Total wage expenditures during the 26 years.....	$44,203,334.00
Material supplies purchased over above years.....	21,414,175.00
Charges paid transportation companies for inbound and outgoing freight.....	18,925,088.00
Circulated expenditures during 26 years.....	$84,542,599.00

(The preceeding freight payments do not include Railroad freight charges to Merchants who do business in the Towns of Fernie, Coal Creek, Natal, and Michel, but are simply given to show the currency circulation created by the Crow's Nest Pass Coal Company organization.)

Fernie, B.C.
August 20th, 1926.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 65)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

FORM T.D. 2 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

TELEGRAM

CABLE CONNECTIONS TO ALL THE WORLD

TIME FILED 037 1/30

CHECK

J. McMILLAN, General Manager of Telegraphs, Montreal.

Send the following Message, subject to the terms printed on the back hereof which are hereby agreed to.

On train, August 20th., 1926.

SIR HENRY DRAYTON
ACTING PRIME MINISTER
OTTAWA, Ont.

PLEASE SEE TWO WIRES TO BENNETT FROM COLLINS PEACE RIVER RESPECTING SUDDEN CANCELLATION OF CONTRACT ~~XXXXXXX~~ OF CANADIAN NATIONAL FOR COAL FROM BLUE DIAMOND COMPANY AT BRULE STOP THIS THROWS OUT OF WORK WITHOUT NOTICE ABOUT TWO HUNDRED stop LIBERALS CLAIMS THIS OUR POLICY stop CARS RETURN EMPTY FROM COAST ANYWAY STOP SUDDEN CANCELLATION MEANS HARDSHIPS AND FACTS SHOULD BE PUT STRONGLY BEFORE MANAGEMENT IMPORTANT

ARTHUR MEIGHEN

CHARGE
PRIME MINISTER'S OFFICE
OTTAWA

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

FORM

TELEGRAM

037131

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeated message, and is delivered by request of the sender under these conditions.

J. McMILLAN, General Manager of Telegraphs, Montreal.

STANDARD TIME

30crag 12

Ottawa Ont aug 21 1926 1151a

Hon Arthur Meighen

Prime Minister of Canada, Lethbridge ,alta.

Am advised by Management that Coal deliveries at Brule are being continued

H.L. Drayton

1028a

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 45)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

PRIME MINISTER'S OFFICE 0 37 132

Coal

Subject.....

Date Sept 22/76 Publication Ottawa Citizen

PEACE RIVER COAL DEPOSITS BIGGEST IN CANADA, SAYS NOVA SCOTIA MAN

Vice-President of British Empire Steel Corporation Makes Important Statement After Trip Into Western Territory. Optimistic on N.S. Steel Industry.

(Canadian Press.)

HALIFAX, N. S., Sept. 21.—There are millions of tons of very high grade bituminous coal in the Peace River district of Alberta, of a quality superior to the highest grade of American coal, according to D. H. McDougall, former general manager of the Dominion Iron and Steel Company and vice-president of the British Empire Steel Corporation, who is in Halifax after a visit to the Alberta coal deposits, about which he has prepared a report.

McDougall said he did not think the development of these coal fields would affect the coal industry in Eastern Canada, as Alberta coal would always find a ready market along the Pacific coast of the United States.

He described the Peace River district deposits as being the "greatest in Canada," and said they were available for mining at the lowest operating costs.

In regard to the coal and steel industries of Nova Scotia, Mr. McDougall was very optimistic, declaring he anticipated a great future for both.

KEMCHEN TABLES, Series 2 (M.G. 27, I, Volume 5)

PUBLIC ARCHIVES
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CANADA

Extra Files.

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 1

MINUTES OF PROCEEDINGS AND EVIDENCE

MAY 14, 19, 21, 25, 1926.

WITNESSES HEARD FOR EVIDENCE:

Mr. Charles Camsell, Deputy Minister of Mines.

Mr. Harry Aird, Director, Canadian Import Company, Montreal.

0371133

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

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ORDER OF REFERENCE

HOUSE OF COMMONS, CANADA,
MONDAY, March 15th, 1926.

Resolved,—That a Committee composed of Members of this House be appointed to investigate our present sources of supply of Anthracite and Bituminous coal, the dependability of such sources, and whether the price paid by the Canadian consumer is fair and reasonable; and to also enquire as to the methods of mining and delivering Canadian coal in the best and cheapest way to all parts of the Dominion, for the purpose of giving employment to our workmen, freight to our transportation companies, and thus effecting a saving of money now spent for this commodity in other countries.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

THURSDAY, May 6, 1926.

Resolved,—That the Special Committee appointed on Monday, March 15th, to investigate our present sources of supply of Anthracite and Bituminous coal, the dependability of such sources, and other matters in relation thereto, be composed of the following members, viz: Messieurs Armstrong (Lambton), Bury, Campbell, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), Neill and Nicholson, with power to send for persons, papers and records, and to report from time to time.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

WEDNESDAY, 12th May, 1926.

Ordered,—That the name of Mr. Cantley be substituted for that of Mr. Nicholson on the said Committee.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

TUESDAY, May 25, 1926.

Ordered,—That the said Committee be given leave to print their minutes of proceedings and the evidence taken by them from day to day, for the use of the members of the Committee and of the House; and that Rule 74 in relation thereto be suspended.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

MEMBERS OF THE COMMITTEE

Mr. E. A. LAPIERRE, *Chairman.*

Mr. J. E. ARMSTRONG,	Mr. E. J. GARLAND,
Mr. A. U. G. BURY,	Mr. F. W. GERSHAW,
Mr. M. N. CAMPBELL,	Mr. J. P. HOWDEN,
Mr. THOMAS CANTLEY,	Mr. F. MACDONALD,
Mr. J. K. FLEMMING,	Mr. M. MCLEAN,

Mr. A. W. NEILL.

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PUBLIC ARCHIVES
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CANADA

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 429,
FRIDAY, May 14th, 1926.

The Special Committee appointed to investigate our sources of supply of coal and other matters relating thereto, assembled pursuant to notice, at 11 a.m.

Members present:—Messieurs Bury, Cantley, Flemming, Gershaw, Howden, Lapierre and MacDonald (Cape Breton South)—7.

Mr. Cantley moved that Mr. Armstrong be elected as Chairman of the Committee.

Mr. Armstrong was reported absent.

Mr. Howden then moved that Mr. Bury be Vice-Chairman. The motion was declared carried.

Mr. Bury presided.

The Committee proceeded to consider the Order of Reference regarding the powers which it granted in respect to the question of transportation and generally all matters relating to coal supply which the Committee had in mind to investigate. Said Order of Reference, it was thought, contained all such powers.

Ordered,—That the clerk of the Committee obtain for each member copies of the reports and evidence of the special committee of the House of Commons for 1921 and 1923, and of the Senate, for 1923.

It was also ordered,—That the clerk write to the following companies with a view to obtaining data or evidence respecting the cost of water transportation of coal:—

The British Empire Steel Corporation, Limited, Montreal;
Mr. Aird, Canadian Import Company, Board of Trade Building, Montreal;
and the general manager, Canada Steamship Lines, Ltd., Montreal.

The Committee then adjourned until Wednesday, May 19th, at 10.45.

V. CLOUTIER,
Clerk of the Committee.

WEDNESDAY, May 19th, 1926.

When the Committee met at 10.45, a quorum could not be reported, there being but four members present. The House had sat until 4.32 a.m. After some fifteen or twenty minutes waiting for a quorum, the clerk was asked to issue notices convening the Committee at 2.30 p.m.

The Committee met at 2.30 p.m., the Vice-Chairman, Mr. Bury, took the Chair.

All members of the Committee were present.

The Minister of Mines was in attendance.

Upon the Minutes of Proceedings of the organization meeting of the Committee being read, their accuracy relative to the election of the Chairman was questioned.

Discussion followed.

PUBLIC ARCHIVES
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CANADA

Mr. Howden moved that the Minutes as read be approved.

There was further discussion.

Mr. Howden's motion carried on a division.

Mr. McLean then moved, seconded by Mr. Howden,—That Mr. Lapierre be Chairman of the Committee,—Motion carried.

Mr. Lapierre took the Chair.

A memorandum submitted by the Minister of Mines, suggesting investigation into transportation cost for moving coal by rail and water from the coal areas of Nova Scotia and Alberta to the provinces of Quebec and Ontario, was considered.

Discussion followed as to the scope of the investigation which the Committee had in mind to pursue; also as to witnesses the Committee might desire to examine for evidence.

Mr. Garland moved,—That a sub-committee be appointed in respect of witnesses to be heard and in respect of the scope of the Committee's investigation.

It was agreed that the Chairman appoint a sub-committee of three members, and Messrs. Armstrong, Cantley and Garland were appointed as such. Said appointment was confirmed. Mr. Garland proposed that Mr. Armstrong be the convener of this sub-committee, which was agreed to.

Upon the question of hearing evidence at the Committee's next meeting, Mr. Armstrong proposed, and it was resolved,—That the Deputy Minister of Mines be invited to appear before the Committee for evidence.

The name of Mr. Hotchkiss, secretary of the Dominion Fuel Board, was also suggested, but it was thought that Dr. Camsell would most likely occupy the whole time.

The Chairman informed the Committee that they had not been given the power to print their proceedings and the evidence taken. Mr. McLean moved,—That the Committee obtain leave to print their minutes of proceedings and the evidence taken, from day to day, for the use of the members of the Committee and of the House, and that Rule 74 in relation thereto be suspended.—Motion carried.

Ordered,—That a report be accordingly prepared recommending such leave be obtained.

The Committee then adjourned until Friday, May 21st, at 11 a.m.

V. CLOUTIER,
Clerk of the Committee.

COMMITTEE ROOM 436.

FRIDAY, May 21st, 1926.

The Committee met at 11 A.M., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.—10.

In attendance:—The Deputy Minister of Mines, Mr. Camsell, and the Secretary of the Dominion Fuel Board, Mr. Hotchkiss.

The minutes of proceedings of the last meeting were read and approved.

The First Report of the Sub-committee in respect to witnesses and the scope of investigation was presented, read and considered.

Referring to the third paragraph of the said report, Mr. Armstrong suggested that the following names might be added to the list, viz.:

Mr. Wm. Buchanan, Coal and Coke, London.
Mr. J. A. Ellis, Fuel Controller for Ontario.
Mr. Thomas Foster, Mayor of Toronto, and
Mr. Thomas Draper, President and General Manager of The McMurray Asphaltum & Oil Limited, Edmonton.

After some consideration, it was moved by Mr. Armstrong,—that the names of Messrs, Buchanan, Ellis, and Foster be included in the said third paragraph,—Motion carried.

The Committee will give further consideration at their next meeting regarding the name of Mr. Draper.

Mr. Charles Camsell was called and examined in respect to coal production in Canada, classes of coal mined, coking of coal, routes of shipment, rates of freighting, etc.

In the course of the evidence given considerable data was requested to be prepared. Mr. Camsell was also asked if a copy of the map now used to illustrate his descriptions could be produced in miniature for the Committee's record. Mr. Camsell will give said requests his best attention.

Mr. CAMSELL retired.

Upon the question of evidence for the next meeting, Mr. Armstrong moved that Mr. Hotchkiss be heard,—Motion carried.

The Chairman read a letter received from Mr. Harry Aird, Director of the Canadian Import Company, Montreal.

Mr. Flemming moved that Mr. Aird be heard at the next meeting,—Motion carried.

Discussion followed as to whether the western and eastern situations in respect to supply of coal, etc., should be considered separately; and if so, should not the western situation receive first consideration.

The discussion continuing, Mr. Garland gave notice that he would move at the next meeting as to the advisability of investigating the western situation first.

The Committee then adjourned until Tuesday, May 25th, at 11.

V. CLOUTIER,
Clerk of the Committee.

COMMITTEE ROOM 436,

TUESDAY, May 25th, 1926.

The Committee met at 11 A.M., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Flemming, Gershaw, Howden, Lapierre, and McLean (Melfort).

In attendance:—Mr. Harry Aird, representing the Canadian Import Company, Montreal, and Mr. C. P. Hotchkiss, Secretary of the Dominion Fuel Board.

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Mr. Howden moved that the Minutes as read be approved.

There was further discussion.

Mr. Howden's motion carried on a division.

Mr. McLean then moved, seconded by Mr. Howden,—That Mr. Lapierre be Chairman of the Committee,—Motion carried.

Mr. Lapierre took the Chair.

A memorandum submitted by the Minister of Mines, suggesting investigation into transportation cost for moving coal by rail and water from the coal areas of Nova Scotia and Alberta to the provinces of Quebec and Ontario, was considered.

Discussion followed as to the scope of the investigation which the Committee had in mind to pursue; also as to witnesses the Committee might desire to examine for evidence.

Mr. Garland moved,—That a sub-committee be appointed in respect of witnesses to be heard and in respect of the scope of the Committee's investigation.

It was agreed that the Chairman appoint a sub-committee of three members, and Messrs. Armstrong, Cantley and Garland were appointed as such. Said appointment was confirmed. Mr. Garland proposed that Mr. Armstrong be the convener of this sub-committee, which was agreed to.

Upon the question of hearing evidence at the Committee's next meeting, Mr. Armstrong proposed, and it was resolved,—That the Deputy Minister of Mines be invited to appear before the Committee for evidence.

The name of Mr. Hotchkiss, secretary of the Dominion Fuel Board, was also suggested, but it was thought that Dr. Camsell would most likely occupy the whole time.

The Chairman informed the Committee that they had not been given the power to print their proceedings and the evidence taken. Mr. McLean moved,—That the Committee obtain leave to print their minutes of proceedings and the evidence taken, from day to day, for the use of the members of the Committee and of the House, and that Rule 74 in relation thereto be suspended.—Motion carried.

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V. CLOUTIER,
Clerk of the Committee.

COMMITTEE ROOM 436.

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Members present:—Messrs. Armstrong (Lambton), Bury, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.—10.

In attendance:—The Deputy Minister of Mines, Mr. Camsell, and the Secretary of the Dominion Fuel Board, Mr. Hotchkiss.

The minutes of proceedings of the last meeting were read and approved.

The First Report of the Sub-committee in respect to witnesses and the scope of investigation was presented, read and considered.

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In the course of the evidence given considerable data was requested to be prepared. Mr. Camsell was also asked if a copy of the map now used to illustrate his descriptions could be produced in miniature for the Committee's record. Mr. Camsell will give said requests his best attention.

Mr. CAMSELL retired.

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The Chairman read a letter received from Mr. Harry Aird, Director of the Canadian Import Company, Montreal.

Mr. Flemming moved that Mr. Aird be heard at the next meeting,—Motion carried.

Discussion followed as to whether the western and eastern situations in respect to supply of coal, etc., should be considered separately; and if so, should not the western situation receive first consideration.

The discussion continuing, Mr. Garland gave notice that he would move at the next meeting as to the advisability of investigating the western situation first.

The Committee then adjourned until Tuesday, May 25th, at 11.

V. CLOUTIER,
Clerk of the Committee.

COMMITTEE ROOM 436,

TUESDAY, May 25th, 1926.

The Committee met at 11 A.M., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Flemming, Gershaw, Howden, Lapierre, and McLean (Melfort).

In attendance:—Mr. Harry Aird, representing the Canadian Import Company, Montreal, and Mr. C. P. Hotchkiss, Secretary of the Dominion Fuel Board.

PUBLIC ARCHIVES
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CANADA

The Minutes of the last meeting were read, and approved with correction made in the fifth paragraph thereof in respect to the name of Mr. Thomas Draper.

Upon the question of witnesses to be called, Mr. Armstrong desired the Committee to consider the importance of the evidence which might be obtained from Mr. Thomas Draper upon such phases of our investigation as for instance, the unloading and delivery of coal, the equipment used, etc. The Committee agreed to have Mr. Draper appear at some future meeting, but no date could be fixed at present for his examination.

On motion of Mr. Bury, the clerk was instructed that, when notifying witnesses for their appearance before the Committee, they be advised as to the particular information which the Committee desired so that data could be prepared by them.

The Committee proceeded to the consideration of evidence. Mr. Harry Aird representing the Canadian Import Company, of Montreal, was called and sworn..

Mr. Aird was examined regarding moving of coal from Sydney, unloading at Montreal, the handling, distribution of same, cost of reshipment to ports of eastern Ontario, etc. (See evidence in No. 1 proceedings of the Committee).

Upon the order of business for next meeting, it was resolved on motion of Mr. Flemming that Mr. Cameron, secretary-treasurer of the British Empire Steel Corporation Limited, or some other representative of said Company, be heard; also Mr. Hotchkiss of the Dominion Fuel Board.

The Committee then adjourned until Friday, at 11.

V. CLOUTIER,
Clerk of the Committee.

MINUTES OF EVIDENCE

COMMITTEE ROOM 425
HOUSE OF COMMONS,
FRIDAY, May 21st, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

The CHAIRMAN: I will ask Mr. Camsell to make his statement.

Mr. CHARLES CAMSELL: I think, Mr. Chairman, the whole situation with regard to the fuel problem of Canada is embodied in this map (indicating) which we have prepared. This is a compilation of information which we obtained from the United States Geological Survey and from the Canadian Geological Survey, and while previously there were separate maps, we have included all the information with regard to the location of the coal fields on the continent, on this one map, which I think will give you at a glance, as clearly as it is possible so to do, what we find to be the coal problems of Canada. This area in here (indicating Ontario) has been in difficulties in the past with regard to a coal supply, and it shows the relation of that area to our own fields in the west and the east, and to the American fields which have controlled the situation in this area, but at the same time this map will give you as clearly as it is possible to do graphically, what our whole situation is. It boils down to this; it is a question of transportation. The cost of transporting coal from either Alberta or Nova Scotia into the area we want to serve, is our problem, and the situation is complicated by that area being situated so closely to the American fields on the south side of the line. The American field is the big producing bituminous field of the continent. This coal field here (indicating) in the State of Michigan, while it looks important from the size of it, is not very important, because the production from that area is only about one million tons a year, and is of coal which is very friable, and has only a local market, so I think in the consideration of these areas, the Michigan fuel may be eliminated altogether.

Mr. NEILL: Where is the American anthracite field?

Mr. CAMSELL: Right in here (indicating) where these little red spots are. The anthracite is shown in red, the bituminous in this buff colour, and the lignite in green.

Mr. BURY: Would it be possible to have that map reproduced on a small scale?

Mr. CAMSELL: Yes.

The CHAIRMAN: Would it be expensive?

Mr. CAMSELL: No. We have here in our Interim Report a reproduction of this larger wall map, but it is a little bit too small, I think. That gives you the allocation of the fields.

I was replying to Mr. Neill's question in regard to the location of the anthracite fields of the United States. They are situated in the northeastern corner of Pennsylvania, and you can see by the delineation on the map that the area is relatively small, as compared with the bituminous fields. I have forgotten the mileage, but I think it is about 400 square miles. The production from there amounts to about ninety million to one hundred million tons a year, of which

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about five per cent comes into Canada. It is estimated by officials of the United States government that at the present rate of production, the field will be practically exhausted within a century's time.

As far as our Fuel Board is concerned; we have devoted our attention very largely to the question of the supply of domestic fuel for parts of Ontario, with the object of securing substitutes for the diminishing supply, and the gradually deteriorating quality of the anthracite coming from the State of Pennsylvania.

Mr. HOWDEN: This red line represents the coal routes? (indicating)

Mr. CAMSELL: Not actually the routes, but is more nearly the course followed by the coal—

Mr. HOWDEN: Of supply?

Mr. CAMSELL: It is the beginning, and end of the particular route, and the mileage. The distance is incorporated on this large blueprint which we have here, which we propose to add to this map, so when these two sheets are put together, you will have practically the whole coal problem on this side, before you.

The CHAIRMAN: Does that show the freight rates?

Mr. CAMSELL: Yes, the freight rates and distances, not only by rail but by water, of coal that comes into Canada—into Ontario or Quebec particularly, from Canadian points, or American points or British points, as indicated on this blueprint (indicating).

Mr. FLEMMING: You say your investigation, as a Fuel Board, was in connection with the cost of anthracite, and the substitution of some other fuel?

Mr. CAMSELL: Yes.

Mr. FLEMMING: Your investigation has not been very much along the line of bituminous coal, or coal for the railways or industries, but rather for household consumption?

Mr. CAMSELL: That was the pressing problem, the supply of the domestic fuel which was the subject to which we applied ourselves. First of all, but at the same time we have collected a great deal of information regarding those other points you raised, industrial fuel for industries, as well as for the railways, and when you hear Mr. Hotchkiss, who will give his evidence before this committee, you will get his information at first hand. Mr. Armstrong raised the question a little while ago in his remarks to you of the investigation Mr. Hotchkiss made with regard to the industries in the United States. We asked Mr. Hotchkiss to go down there and spend some time, not only in the anthracite fields, but in the bituminous fields. Whenever coal was coming into Canada from different points, we wanted information regarding the mining and the quality of the coal and the route it followed in coming into Canada, and he has prepared a report on that subject which can be placed at the disposal of the committee.

Mr. FLEMMING: Would that be information regarding coal at the pithead?

Mr. CAMSELL: Yes, that report is a little over a year old now. It was last year that he was down on his investigation.

Mr. BURY: I think there is a small measure of anthracite in Canada.

Mr. CAMSELL: Yes, there is.

Mr. BURY: They do not seem to show on the map.

Mr. CAMSELL: There are some sections up here in the northern part of the province of British Columbia (indicating).

Mr. BURY: They are not shown on the map.

Mr. CAMSELL: Well, I don't know,—

Mr. ARMSTRONG: What is the extent of the anthracite area in British Columbia?

Mr. CAMSELL: That I cannot tell you offhand.

Mr. ARMSTRONG: Could you hand it later on to the reporter?

Mr. CAMSELL: I could get it.

Mr. MCLEAN (Melfort): There is no anthracite being actually produced.

Mr. CAMSELL: No—

Mr. NEILL: Is there any anthracite at Banff—that they have there they call anthracite.

Mr. CAMSELL: I don't think the mine is operating just now, Mr. Neill.

Mr. ARMSTRONG: Mr. Camsell, you made a statement a few moments ago to the effect that you had the rates on coal from United States ports to ports such as Port Arthur and Fort William?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: Would you be good enough to give us the rates from Buffalo and Cleveland to Port Arthur and Fort William, or perhaps you could include that in your memorandum?

Mr. CAMSELL: It is somewhere in the neighbourhood of forty cents a ton.

Mr. ARMSTRONG: What is the cost of loading and unloading, do you know?

Mr. CAMSELL: Mr. Hotchkiss tells me that loading is about five to eight cents a ton.

Mr. ARMSTRONG: And unloading?

Mr. CAMSELL: About fifty cents.

Mr. ARMSTRONG: Is that per ton?

Mr. CAMSELL: Yes.

Mr. BURY: Is that with the use of the latest apparatus, or is it by some antiquated method?

Mr. CAMSELL: The equipment for loading at Toledo is of the very latest type.

Mr. ARMSTRONG: That costs you from five to eight cents?

Mr. CAMSELL: Yes.

Mr. BURY: What about the loading?

Mr. CAMSELL: That is the loading.

Mr. BURY: That is fifty cents a ton?

Mr. CAMSELL: No; that is five to eight cents.

Mr. ARMSTRONG: That cannot be right. It may be right about that port of Toledo, but machinery for unloading cannot be up to date if it costs what you have stated.

Mr. CAMSELL: Will you permit Mr. Hotchkiss to answer that question?

Mr. HOWDEN: Does that mean forty cents both ways?

Mr. CAMSELL: No, coal only goes one way on this route.

Mr. MCLEAN (Melfort): It would not be possible to get anything like that rate from Buffalo to Port Arthur and return.

Mr. CAMSELL: I have the return rate on commodities that come in the other direction. You see, iron ore comes from Duluth and wheat from Port Arthur.

Mr. HOWDEN: And the boats are going up empty?

Mr. CAMSELL: Yes.

Mr. HOWDEN: You could not get that rate back where there is competition with grain and iron ore?

Mr. CAMSELL: It is hardly likely you could get that rate.

Mr. ARMSTRONG: You have no rate on the iron ore from Michipicoten to Port Arthur?

Mr. CAMSELL: No iron ore is shipped from there.

Mr. ARMSTRONG: From where is it shipped?

Mr. CAMSELL: From Duluth. There is no iron ore being produced in Canada to-day on Lake Superior.

Mr. ARMSTRONG: Where is the iron ore brought from?

Mr. CAMSELL: Minnesota, in the United States.

Mr. MCLEAN: The Missaba range?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: It loads at the port of Duluth?

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Mr. CAMSELL: Yes.

Mr. ARMSTRONG: Have you any idea what the charges are from Duluth down to Cleveland, Toledo or Buffalo?

Mr. CAMSELL: I can get that for you; I have not got that figure with me.

Mr. ARMSTRONG: It would be nice if you could include that in your report.

Mr. HOWDEN: Mr. Camsell, I am sorry but I am not very clear on this: would this coal be moved from Windsor to Port Arthur, or from Port Arthur to Windsor?

Mr. CAMSELL: It would be moved from Toledo to Port Arthur. The movement is westward. There is no movement of coal from Port Arthur to Toledo.

Mr. HOWDEN: So the coal will be moved either way for the same rate?

Mr. CAMSELL: No; at the present time I understand Port Arthur and Fort William have only unloading facilities; they have no loading facilities for coal.

Mr. BURY: But in any case the suggestion is that the rate westward is a nominal rate, because the boats are going back, and they are just used, and what they make is money found?

Mr. HOWDEN: That is the point I want.

Mr. CAMSELL: It is the same situation on the Atlantic between Montreal and Swansea. The principal movement of loaded ships is from Montreal to British ports; the ships bring back coal practically in ballast, and the result is that they get a very low rate.

Mr. ARMSTRONG: How low?

Mr. CAMSELL: Seven shillings and sixpence was the rate that was quoted last year, but this varies.

Mr. ARMSTRONG: A long ton?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: How many miles?

Mr. CAMSELL: 3,000 miles or more.

Mr. ARMSTRONG: About a dollar and a half per ton?

Mr. CAMSELL: Yes.

By Mr. Armstrong:

Q. You are thoroughly conversant with the Alberta coal fields, with the quality and grade of coal in the different districts, are you not?—A. Yes.

Q. Could you designate the area from which the most suitable kind of coal for domestic purposes, in Ontario, for instance, can be mined? That is my question that I believe it is up to you to answer.

Mr. MCLEAN: That is right; that is an important question.

Mr. CAMSELL: What they call domestic coal in Alberta is coal that comes from that portion of the Alberta field shown on the map as lignite. I believe the coal being produced in the Drumheller Valley is about the best quality of this domestic fuel which is produced.

Mr. ARMSTRONG: My object in asking that question, Mr. Camsell, is simply this: that the class of coal that should be shipped to the province of Ontario for home consumption, we will say, should come from a designated area, and you are the man who should be best qualified in this Dominion to locate that area. I know it is asking a great deal of you—too much to ask you to-day—but I certainly would like to have you designate the area from which the best domestic coal can be mined, for shipment to the province of Ontario.

Mr. CAMSELL: There are two points involved in the answer to that question. Do you want the best producting area at the present time—coal from an area that is now producing—or from areas that are capable of producing, but which are not at the present time.

Discussion followed.

Mr. CAMSELL: Would you give me some time to get that information for you?

The CHAIRMAN: Certainly.

Mr. BURY: Roughly speaking, Mr. Camsell, would you say that the area around Drumheller produced an economical, good, domestic coal for shipment to the areas in central Canada?

Mr. CAMSELL: That is a pretty hard point to answer. I mean to say, there are many other considerations; whether it is economical to ship it there is the question.

Mr. BURY: Perhaps I should not have said "economical." Leave out the cost. Assume it can be hauled to central Canada at a reasonable rate; is it a coal that should be transshipped; is it in itself a coal that will stand transshipment and be delivered in good condition?

Mr. CAMSELL: I believe it is.

Mr. MCLEAN: Is it not a fact, Mr. Camsell, that the Lethbridge and Drumheller fields particularly, and perhaps some smaller fields west of Edmonton, about 100 miles, would be the fields that should produce good coal, which will stand transshipment better than a great deal from eastern Alberta?

Mr. CAMSELL: There is good coal in the Mountain Park area, and the Saunders Creek area.

The CHAIRMAN: From what section did the coal come that was brought into Toronto last year?

Mr. CAMSELL: From the Drumheller section.

The CHAIRMAN: It was found successful?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: Just one question. I am sorry to take up so much time. It has been stated, Mr. Camsell, that a great deal of the coal from certain areas in Alberta, disintegrates, and is apt to be delivered in not a very good condition. You have just now given us to understand that it could stand transshipment all right. What I want to get at is this: is it not true that in shipping Alberta coal to Ontario there is less likelihood of disintegration after it reaches the lake district, than if that same coal was mined and left in Alberta? That is, that the dry atmosphere of Alberta has a tendency to disintegrate the coal much more quickly than the damp atmosphere in the province of Ontario?

Mr. BURY: There is probably more evaporation in Alberta.

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: Therefore, the coal would carry and remain in storage longer in the province of Ontario—this Alberta coal—than it would if it were stored in the province of Alberta?

Mr. CAMSELL: It seems reasonable to conclude that that would be the case. We have never carried out any tests to determine that point.

Mr. ARMSTRONG: Would you, Mr. Camsell, when you are making up the other report, be good enough to see the men in your department, and ascertain if it is not possible that they have made some investigation along those lines, and if so, will you include that in your report?

Mr. CAMSELL: We have made some investigations, I know, because I had an inquiry from a railroad man on that point, and we found rather conflicting evidence, in the transportation of coals, not only Canadian coals but British coals from one point to another, in open cars. There was, in some cases, a loss in weight due to evaporation. On the other hand, there were certain cases where there was a gain in weight.

Mr. ARMSTRONG: And that was entirely due to climatic conditions?

Mr. CAMSELL: Picking up or losing moisture.

Mr. BURY: The gain in weight would be more likely in coal coming from a dry part of the country, from the dry atmosphere of the west, than in coal coming from that humid level of atmosphere of the east, and of Britain. You

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see, your coal is moving—take Alberta coal; it comes from a very dry country. Is there more moisture in the Alberta coal?

Mr. CAMSELL: There is more moisture in certain of the Alberta coal than in the coal from Nova Scotia.

Mr. BURY: It is the moisture that is evaporated? For example, this coal in Saskatchewan contains more moisture than any other coal we have. The moisture runs up from thirty per cent to fifty per cent. In the transportation of that coal, there is a great deal lost in weight—more than in the transportation of the Drumheller coal which only has a moisture content of about 14 or 15 per cent.

Mr. HOWDEN: Has the Drumheller coal become an established substitute for anthracite in Ontario? Are the Ontario domestic coal users satisfied with Alberta coal as a substitute?

Mr. CAMSELL: Those who have used Alberta coal are satisfied; it is a question of price.

Mr. HOWDEN: And they are satisfied with the performance of the coal, as it were?

Mr. CAMSELL: Yes.

Mr. FLEMMING: Is not the matter of grading and classification of coal at the pitmouth important? Is that not really more important than the area in which the mine is situated, in order to get a desirable domestic coal? Is that not really one of the important points, to get it properly graded at the pitmouth before it is shipped?

Mr. CAMSELL: That is, I think, an important factor.

The CHAIRMAN: What grade of coal was brought to Toronto last winter?

Mr. CAMSELL: What is known as Alberta Domestic Coal.

The CHAIRMAN: Would that correspond to our "stove coal"?

Mr. CAMSELL: No; lump coal.

Mr. GARLAND (Bow River): Under whose authority would the grading of coal come?

Mr. CAMSELL: I think it is a provincial function.

Mr. MCLEAN: In that railroad case, a shipload of Alberta coal came down here. Was there any selection of the field from which it came?

Mr. CAMSELL: I think that was some arrangement whereby the Alberta government allocated—

Mr. MCLEAN: They allocated it to a certain field?

Mr. CAMSELL: Yes; they allocated the orders.

Mr. ARMSTRONG: Would you include in your report which you are bringing down about that area, an estimate of the amount of coal available in the designated area? That would be important.

Mr. CAMSELL: I don't think that is important, Mr. Armstrong, because the quantity—there is no question about the quantity.

Mr. ARMSTRONG: But this is for the public; they would like to know. We have absolute confidence, but if you would form an estimate of the coal in that area, which is suitable for transportation to Ontario, it would have a very good effect.

Mr. GARLAND: This information is already in the report of 1923.

Mr. ARMSTRONG: Not like the estimate he is about to prepare. He does not know where the district is.

Mr. MCLEAN: It would be hard for him to get that information.

Mr. BURY: Assuming you can get the proper quality of coal in Alberta, it is entirely a question of transportation?

Mr. CAMSELL: That is my opinion.

Mr. BURY: Then the large factor in the cost of transportation will depend, so far as the railway is concerned at least, on the size of the coal haul, which they can carry. That is, if they can only carry 1,800 tons as a trainload, the

cost will be so much; if they can carry 2,500 tons in a train load, the cost will be about 60 per cent; is that right?

Mr. CAMSELL: I think it is obvious.

Mr. GARLAND: I presume there is some intelligent basis for rate fixation at the present time?

Mr. ARMSTRONG: Mr. Camsell, have you taken into consideration the fact that the mining of this coal is an important factor—the cost.

Mr. CAMSELL: Quite so.

Mr. ARMSTRONG: And if the men are working only a few months each year, they would require a higher wage than if they were working the year round.

Mr. CAMSELL: The cost of mining coal is a question which is not always taken into consideration, not only by the people who purchase coal, but the people engaged in its production; that is to say, the miners themselves. The different geological conditions and the altitudes which the beds have, make it cost more to mine coal in one locality than in another. Go down to the fields of West Virginia, and the cost of production there is not more than a dollar and a half a ton, because of the facility with which that coal can be gotten out; go into the fields of Nova Scotia, and you will find the cost of production there is probably three times as much, because of the different conditions which they have to meet, and all the way through the coal fields everywhere, all over the earth, you cannot compare the cost of producing coal in one locality with the cost of producing coal in another locality, because conditions are different.

Mr. ARMSTRONG: Are there any districts in Nova Scotia, for instance, where suitable coal for the province of Quebec, and part of Ontario can be mined at a much lower cost than the cost of mining it in the mines now being operated?

Mr. CAMSELL: I cannot answer that question, Mr. Armstrong.

Mr. ARMSTRONG: Can you tell us then, whether the area in the Nova Scotia fields, for coal such as would be suitable for the provinces of Ontario and Quebec, for coking and other purposes,—whether the district in which that coal could be mined, could not be allocated by you? You know definitely the quality of the coal that is located in every district in the province of Nova Scotia, do you not?

Mr. CAMSELL: We have had coking tests made with all of the coals in Nova Scotia.

Mr. ARMSTRONG: You have a definite idea in regard to its other qualities, have you not?

Mr. CAMSELL: Then there is this question which enters into the one which you ask; in the coking of coal you do not use one coal; you have to blend your coals.

Mr. MCLEAN: You blend your coals?

Mr. CAMSELL: Yes.

Mr. FLEMMING: Elucidate that a little for us, will you?

Mr. ARMSTRONG: Yes, tell us something about that.

Mr. CAMSELL: These coking ovens in Hamilton do not use only one coal; they have two classes of coal which they mix, and they mix both of these coals—which are obtained from the United States, by the way—and both are very high quality coal—

Mr. ARMSTRONG: Where do they come from?

Mr. CAMSELL: From the Elkhorn and Pocahontas district.

Mr. BURY: Why do they mix it? Is it more economical or is it essential to produce the best coke?

Mr. CAMSELL: It is necessary to produce the best coke. If you want coke for one particular purpose, you would mix it a certain way; if you want it for a metallurgical purpose, or foundry purpose, you would have to have a certain blend.

Mr. ARMSTRONG: Do they blend that coal in Hamilton?

Mr. CAMSELL: Yes.

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Mr. HOWDEN: The soft coal from Nova Scotia would not be acceptable as a substitute for anthracite, without being transformed into coke?

Mr. CAMSELL: I think as coke it would be acceptable to a majority of the people here, because of this fact; that most of the burning equipment that is installed in Ontario and Quebec is installed for the purpose of burning anthracite, which is a coal with very little gas.

Mr. NEILL: You said a few moments ago that the lignite coal was satisfactory to the users in Ontario? Why would not the bituminous coal also be?

Mr. CAMSELL: It is higher in gas content.

Mr. ARMSTRONG: Gas and soot.

Mr. CAMSELL: Yes, but there is the other factor in burning bituminous coal, or any coal containing high volatile content, that your waste is very material. It is cheaper to burn the carbon out and use what is left.

Mr. NEILL: You now say that lignite coal is better than bituminous?

Mr. CAMSELL: I think for domestic purposes that is the experience in Alberta where both were used; one makes more smoke than the other.

Mr. FLEMMING: For the information of the committee, would you give us a little explanation of the difference between lignite and bituminous?

Mr. ARMSTRONG: Before doing that, will you tell us whether lignite is a fair name for domestic coal?

Mr. CAMSELL: No, I don't think it is. That is the reason why the Alberta officials adopted the name "Domestic." In certain classification it is called "Sub-bituminous," but you asked me for the difference in the classification of different kinds of coal. That is a question that the coal scientists have been fighting over ever since coal was known, I think.

Q. We met on the train, and were talking about coal. Will you give us some of the points of difference between coal designated as lignite, and coal designated as bituminous?—A. Well, in lignite coal, the moisture content is higher. There are four constitutents. Moisture, Carbon, ash and volatile matter. In the case of lignite coals, the moisture is 10 per cent or more. Bituminous, when it gets below that, is usually just classified as bituminous coal, and when we get down into the anthracite, the moisture content has almost gone out.

Q. The one outstanding characteristic between the two is that lignite has more moisture than bituminous?—A. Yes.

By Mr. Armstrong:

Q. What is the present cost of transporting coal from Nova Scotia to Montreal, or Quebec?—A. I can give you the freight rate, but I cannot give you the cost.

Q. Can you also give the freight rate or the handling charges, when that coal is handled on barges or boats, to be taken up to Kingston or Toronto?—A. What the cost would be?

Q. That is, the freight and the transfer costs?—A. The rate from Sydney to Montreal, you mean?

Q. Yes.—A. The British Empire Steel Corporation, I think, use their own vessels in that case, and I think they charge from 75 to 90 cents against the carriage of that coal.

Q. That is, from 75 to 90 cents per ton?—A. Yes.

Q. To Montreal?—A. Yes.

Q. Of course that is water carriage?—A. Yes.

Q. Is that a long ton?—A. The rail rate is $4.50, I think.

By Mr. Flemming:

Q. Is that a long ton?—A. No, a short ton.

By Mr. Armstrong:

Q. What efforts have been made to transfer that coal to barges and transport it, at Montreal and up to Toronto?—A. I beg your pardon.

Q. What efforts have been put forth to transfer the coal from the vessels at Montreal or Quebec, into barges or boats, to go up through the canal to Kingston, or on to Toronto, or has there been any effort at all worth speaking of?—A. The British Empire Steel Corporation coal does go up through on their boats, from Sydney to Montreal, but they are of such tonnage that they cannot go beyond, owing to the conditions on the canal. It has to be transfered by trans-shipment at Montreal into vessels suitable for the balance of the journey.

Q. Can you give us the cost of trans-shipment, and the cost of carrying that coal by boat up through the canal and on to Toronto and Ontario points?—A. No, but I can give you the rates that are prevailing.

Q. Let us have them?—A. I understand there are no established rates from Montreal through to Lake points, to Lake Ontario points, and that the movement of coal is not very heavy.

Q. Have you investigated or experimented any along that line, to any extent, I mean the Department?—A. Yes. Mr. Hotchkiss has some information upon that subject.

By Mr. McLean (Melfort):

Q. Can you tell us what tonnage the boats are that are used for that purpose?—A. Boats of about 2,000 tons.

Q. Does that mean 2,000 tons carrying capacity?—A. Yes.

Q. And the boats from Sydney to Montreal are of what tonnage?—A. From 4,000 to 8,000 tons.

Q. Do you know how much difference there would be in running 2,000 ton boats right from Sydney to Toronto, or would that be feasible?—A. I do not know. I think you will get into ships that are under different control then.

Q. I grant that, but would it be in the meantime feasible to do it?—A. I doubt it.

By Mr. Armstrong:

Q. For instance, along this line, there were some questions upon the Order Paper, asking the Canadian Marine Department to give the number of vessels available that had not been in service, even during the last year, and that would be suitable, or that could pass through the canal and on to the upper lakes, carrying coal. If I remember rightly, they gave the number as twelve. Do you not suppose that those boats could load at Sydney, even 2,000 or 3,000 tons, and carry it on through; could that test not be made?—A. I presume there would have to be some arrangement with the British Empire Steel Corporation, to supply the coal. They have their own ships at the present time, running from Sydney to Montreal, so that they would not care to give that business up to anyone else.

By Mr. Flemming:

Q. Are they the only people who carry coal from Sydney to Montreal, the British Empire Steel Corporation?—A. I think so.

By Mr. Armstrong:

Q. Are they the only persons who have connections with the mines in Nova Scotia?—A. The British Empire Steel Corporation is producing somewhere about 80 to 90 per cent of all the coal produced in Nova Scotia.

Q. Are there any areas where suitable coal is located in Nova Scotia, available to transportation, where coal could be obtained, if that company should not care to ship in that way?—A. There are, yes.

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Q. Could you give us some idea where they are?—A. There are areas in Cape Breton that are not under the control of the British Empire Steel Corporation, on the western coast of Nova Scotia.

Q. Is it just as good coal?—A. Just as good coal.

Q. As their standard?—A. I think so.

By Mr. Flemming:

Q. Is it of sufficient quantity to make it worth while?—A. (No answer).

By Mr. Armstrong:

Q. What port could they ship that coal from?—A. They cannot ship from the port of Inverness; they carry it down by rail to a point in the Straits of Canso, I believe, and unload there.

Q. How far would that be?—A. About sixty miles from the line.

Q. Will you be good enough to give us an estimate of the area and the quantity of coal available in that district?—A. We can get that for you, as far as it is available.

By Mr. McLean (Melfort):

Q. Is there any coal available, outside of bituminous or coking coal?—A. They are all classed as bituminous coals.

Q. Are they all coking?—A. I could not say that off-hand, but I know they are all bituminous coals. Some bituminous coals are not coking coals.

By Mr. Garland:

Q. The matter of transportation from Montreal to Toronto, or from any point in Nova Scotia to Toronto, would, I think, from your evidence, be a question entirely of negotiation with some private steamship company?—A. That may be so.

Mr. GERSHAW: In connection with the Alberta coal, is the furnace equipment in general use able to burn Alberta coal? Is there any prejudice against the use of it by the people accustomed to using anthracite coal?

Mr. CAMSELL: I cannot say as to that. It is hard to account in many cases for the prejudice of people with regard to fuel. Some people like one fuel and some people like another, and you cannot tell why.

Mr. GERSHAW: What about the furnace equipment in general use?

Mr. CAMSELL: In this country most of the furnace equipment is for the burning of anthracite. Anthracite is the main domestic fuel used to-day.

Mr. GERSHAW: They would burn anthracite coal with the same equipment, would they?

Mr. CAMSELL: They would burn it as efficiently as with furnaces built for burning a volatile coal.

Mr. GARLAND (Bow River): Is it not true that in western Canada they are using the same furnaces, and same heating arrangements, same stoves, and boilers, as they do in Toronto, for instance, and they are quite satisfied with them. I think our houses are just as warm out there as we have found them to be in Ottawa, and I think we could keep them warm with Alberta coal. Our experience is that they can all burn Alberta coal with as much satisfaction, with the present equipment.

Mr. CAMSELL: Yes.

The CHAIRMAN: It is merely a matter of educating the people how to burn coal?

Mr. CAMSELL: Yes.

Mr. BURY: I think it is true, too, that the fuel people recognize there has to be very soon a substitution of other coking domestic coal for the American

anthracite, because either the American anthracite fields will be used up, or else there will probably be an embargo on the export of their coal.

Mr. CAMSELL: There are different possibilities facing us.

Mr. ARMSTRONG: While dealing with the American anthracite, you made the statement a while ago to the effect that 90,000 to 100,000 tons per year was the extent of their shipments.

Mr. CAMSELL: No, I said that the product from the anthracite fields was from 90,000,000 to 100,000,000 tons a year.

Mr. ARMSTRONG: You gave us some idea as to the extent of time in which the anthracite field would be exhausted, did you not?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: What was it?

Mr. CAMSELL: I said it was estimated that it would be exhausted within a century.

Mr. ARMSTRONG: As I understand it, they are not producing coal in any larger quantity in the anthracite field to-day than they were ten or fifteen years ago.

Mr. CAMSELL: No; the production has been pretty steady for that period of time.

The CHAIRMAN: But you have seen figures, Mr. Camsell, where a period very much shorter has been indicated?

Mr. CAMSELL: I was going to say, Mr. Chairman, that from the portion of the anthracite fields from which we get our supply there is a very much more limited life than one hundred years. We get our supply from the northern portion of the Pennsylvania anthracite field, and the estimated life of that field is 35 or 40 years.

Mr. NEILL: I understood you to say that we get five per cent of the anthracite production? Does that mean we get 20,000,000 tons—you mentioned 100,000,000.

Mr. CAMSELL: Five per cent of 100,000,000 is 5,000,000.

Mr. NEILL: 5,000,000 tons?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: In dealing with this same point, Mr. Camsell, have you gathered any definite information in regard to the position taken by the American Congress at Washington in opposition to the shipment of the anthracite coal into Ontario?

Mr. CAMSELL: There have been bills, I think, before Congress, on three different occasions, which were introduced for the purpose of placing embargoes against the export of anthracite coal.

Mr. ARMSTRONG: Is it not a fact that there is a bill now before Congress?

Mr. CAMSELL: Not that I know of. Perhaps; I cannot say; there was last year.

Mr. ARMSTRONG: In the report you are preparing, will you be good enough to give the dates of these bills and something of the nature of them?

Mr. CAMSELL: Yes.

Mr. GARLAND (Bow River): Are there any other coals of domestic value in the United States, close to the border, that have been used or could be used for domestic purposes in Ontario?

Mr. CAMSELL: Beside anthracite?

Mr. GARLAND: Beside anthracite.

Mr. CAMSELL: Yes, there are the low volatile coal of West Virginia, being used very largely for domestic purposes, coal about equal to Pocahontas and New River, and some low volatile coal in Pennsylvania.

Mr. GARLAND: Would that give satisfaction in Ontario?

Mr. CAMSELL: I should think it would. It is a question of price, largely, if it could be sold at a price below the anthracite.

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Mr. GARLAND: Would you give us in your report also, Mr. Camsell, what quantity is imported into Ontario, and a statement of any possibility of limiting that supply?

Mr. CAMSELL: I see.

Mr. GARLAND: And in addition to that, the price at which the coal is now sold in Ontario.

Mr. CAMSELL: When you say "Ontario", Mr. Garland, would it not be better to name some specific point in Ontario?

Mr. GARLAND: You can pick your point.

Mr. CAMSELL: Shall we say Toronto?

Mr. GARLAND: Yes, that will be satisfactory.

Mr. CAMSELL: Yes.

Mr. GARLAND: I think it is rather important we should have that, because upon that will largely be based the conclusions that come to us, and the possibility of ousting that coal that is competing with us.

Mr. HOWDEN: Are these American soft coals as favourably considered by the Ontario people as the western Canadian soft coal?

Mr. CAMSELL: There is a sentiment in favour of the use of Canadian coal, naturally.

Mr. HOWDEN: But the Canadian coal is better coal, is it not?

Mr. CAMSELL: It depends on the purpose for which you want to use it.

Mr. HOWDEN: I mean for domestic use. The concensus of opinion in the reports I have looked through seems to be that the western Canadian coal seems to be the best substitute for anthracite coal.

Mr. CAMSELL: That is not an easy question to answer in a direct way.

Mr. HOWDEN: The point I am trying to get at is this: we are trying to find a suitable substitute in central Canada for American anthracite coal. We have eliminated the soft coal from Nova Scotia as being inferior to the coal coming from western Canada. Can we equally well eliminate the soft coal from the United States as being of an inferior variety to our Canadian coal, because those which are less desirable need no consideration at all in the final conclusion of this committee.

Mr. CAMSELL: I do not think you can say that the coal of the Maritime Provinces is inferior to the Alberta coal.

Mr. MACDONALD (Cape Breton South): Where does this elimination commence?

Mr. HOWDEN: I read through these two former reports and it would appear from the evidence that was given there that the Nova Scotia coal—the Nova Scotia soft coal—can only supplant the American anthracite coal in the form of coke, and that it is not a desirable coal to take the place of American anthracite for domestic use anywhere.

Mr. BURY: I think the point is this: some of us might be informed anyway that the bituminous coal of the States is fattier, smuttier and smokier, and less desirable on that ground than the best class of domestic coal in Alberta, leaving out the lower grades of Alberta coal; and that the American bituminous coal, is, for that reason, not so desirable as the domestic coal, because it is sootier and smokier.

Mr. CAMSELL: There is no question, Mr. Bury, that you can get what is known as bituminous coal—low volatile bituminous coal—from the Virginia field, that is as good as any coal of that class we have.

Mr. BURY: Does that quality come in from the States?

Mr. CAMSELL: Yes, it comes in from the States.

The CHAIRMAN: What class of coal is being used at the gas plant in Hamilton?

Mr. CAMSELL: It is American coal.

Mr. ARMSTRONG: Can you tell us, Mr. Camsell, why it is that the gas companies in the eastern cities use American coal exclusively? Why do they not, with these cheap rates, which are available, obtain their coal from Nova Scotia, and use a larger quantity of Nova Scotia coal?

Mr. CAMSELL: Because they can get the American coal cheaper in Toronto and Hamilton.

Mr. ARMSTRONG: Is it as good for coking purposes?

Mr. CAMSELL: The coal being used in Hamilton for coking purposes is probably the best coal for that purpose in the world.

Mr. ARMSTRONG: And that is American coal?

Mr. CAMSELL: When you come to coking coal, there is not a great variety of coals that can be used for coking, and some are good for metallurgical purposes and some for domestic purposes.

Mr. ARMSTRONG: How many tons of American coal come into Hamilton for coking purposes?

Mr. CAMSELL: The Hamilton Coke Ovens are using 500 tons of coal a day.

Mr. ARMSTRONG: For every day in the year?

Mr. CAMSELL: Yes.

The CHAIRMAN: Do you know what the price of that is, laid down in Hamilton?

Mr. CAMSELL: No, I do not.

Mr. GARLAND: We might get a witness from the Hamilton plant later on; I think it would be worth while.

The CHAIRMAN: Yes, we will.

Mr. ARMSTRONG: Just one question, Mr. Camsell, along that line. In talking with the men interested in the manufacture of gas in these large cities in the east, they gave me to understand that the sulphur in the gas was very hard to eliminate, to some extent, when they used Nova Scotia coal. Have you made any experiments along that line, and if so, what success have you had?

Mr. CAMSELL: In the elimination of sulphur?

Mr. ARMSTRONG: Yes.

Mr. CAMSELL: Yes, we have.

Mr. ARMSTRONG: And there is no question but what it can be eliminated with very little expense?

Mr. CAMSELL: No, the sulphur occurs in Nova Scotia coal in two forms. In one form the sulphur can be eliminated by mechanical means, that is, the means they use at the present time, by washing. When it occurs in that form it can be eliminated by mechanical means, but the other form has to be taken out of the gas afterwards.

The CHAIRMAN: Would that make the cost prohibitive for use for making gas?

Mr. CAMSELL: It is all a question of what it has to compete with.

Mr. ARMSTRONG: It can be eliminated without much expense, can it not?

Mr. CAMSELL: I don't know what the expense would be.

Mr. ARMSTRONG: You say there are certain grades of coal coming from the province of Nova Scotia, from which the gas is manufactured, and very little sulphur is in that gas?

Mr. CAMSELL: There is no quantity of coal coming from Nova Scotia into the central provinces, from which gas is being made. The coal is used for steam raising, and industrial purposes, but not for making gas.

Mr. ARMSTRONG: Not for use in making coke?

Mr. CAMSELL: It is used for that purpose at Sydney.

The CHAIRMAN: What kind of coal, Mr. Camsell, is used in the gas plant in Montreal?

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Mr. CAMSELL: That is American coal, although, I believe, they are trying Nova Scotia coal.

Mr. FLEMMING: Would American coal be laid down cheaper in Montreal than Nova Scotia coal delivered by water?

Mr. CAMSELL: The rates are very close together in Montreal; Montreal is the point where the rates almost meet.

Mr. FLEMMING: If the quality of Nova Scotia coal was as good for coking purposes, it would not be at a disadvantage on account of the cost?

Mr. CAMSELL: No, I don't think it would.

Mr. ARMSTRONG: In the report you are preparing, Mr. Camsell, may we ask you also to give an estimate of the cost of mining that coal which is 60 miles from a port—in Cape Breton, I think it is.

Mr. CAMSELL: I am afraid that is a question I would not be competent to tackle.

Mr. ARMSTRONG: The cost of mining at present?

Mr. CAMSELL: I don't think I would attempt to do that, and I do not know of anybody in my department who knows enough about actual coal mining to give the actual costs.

The CHAIRMAN: That would be a question for the mining operators to decide?

Mr. CAMSELL: Yes.

Mr. FLEMMING: Is that the only mine in Inverness—

Mr. MacDONALD: I think there are four mines now operating.

Mr. BURY: Mr. Camsell, I wonder if you can throw any light on this point: one of the factors in the price of coal is the price at the pitmouth. Now, that will depend upon the output per man per hour?

Mr. CAMSELL: Yes.

Mr. BURY: Have you any particulars as to the output in the different mines at present operating in Nova Scotia and Alberta, and can you say—

Mr. CAMSELL: The output per man?

Mr. BURY: You know what I want to get. What is the output? I understand the output, for instance, in some of the American coal mines, runs up to seven tons per man per day.

Mr. CAMSELL: Yes.

Mr. BURY: And in some of the Alberta coal mines it is less, and in Nova Scotia it is perhaps very low on account of the difficulties of mining, but I want the output, if we can get it, because that is a big factor in the price, and I would also like to know, if you could give it to us, something as to how you think the application of machinery to mining would assist in lowering the price, and whether it is feasible. That would give me what I want. I want to know if the introduction of machine methods to mining would increase the output.

Mr. GARLAND: That would involve a survey of all the mines, to find out the output. In Drumheller we have in some mines coal-producing machinery, but in the other mines they have not, where it would not be economical to use it on account of the smallness of the seam, and the difficulty of getting it out.

Mr. BURY: Mr. Camsell is an independent witness, while the mine operators might not be so independent in their evidence.

Mr. CAMSELL: I do not know whether the evidence you asked for has been collected, the output per man per hour from the individual mines of this country. If that has been collected by the Bureau of Statistics, we could probably get it.

Mr. BURY: It is an important factor.

Mr. CAMSELL: I know it is.

Mr. GARLAND: I would move that a miniature copy of this map, and also this statement, be attached to the evidence as an appendix before this committee.

The CHAIRMAN: Is that agreeable to the committee?

Motion agreed to.

Mr. ARMSTRONG: I am sorry that I have asked so many questions, Mr. Camsell, but we are here for the purpose of gathering information. When you are preparing your statement with regard to the legislation before the Congress at Washington, might I ask that you would also gather information in regard to the mergers that have already been consummated, and others that are under way, upon which you may have information, or which is in your possession.

Mr. CAMSELL: I am afraid on that last point we have—

Mr. ARMSTRONG: No information?

Mr. CAMSELL: Practically no information.

Mr. ARMSTRONG: Can you not obtain it?

Mr. CAMSELL: I will see what I can do.

Mr. ARMSTRONG: Why I am asking you that question is that I know of some mergers myself which have been consummated in the United States, and others that are under way, and I should think you could get that information from Washington very easily.

Mr. CAMSELL: Well, I will try to get what I can on that subject.

The CHAIRMAN: Any further questions, gentlemen?

Mr. ARMSTRONG: Just one further question. Will you be good enough to prepare the source of supply that we have, as well, to commence your report with? That would give us some idea of the coal areas and the extent. Just a few lines would be sufficient.

Mr. CAMSELL: We have that here in the form of a chart. There is a chart showing the consumption and the source of supply of coal.

Mr. ARMSTRONG: Could we have one of these charts put in with your report when it is finally consummated?

Mr. CAMSELL: We can give you any number of these charts you wish.

Mr. ARMSTRONG: I would suggest that you furnish each member of the committee with a copy at your earliest convenience.

The CHAIRMAN: Could you give us any idea when this information will be available to the committee?

Mr. CAMSELL: Some of the questions Mr. Armstrong has asked me require a great deal of digging to get the information for him, but we will get it just as soon as we can.

The CHAIRMAN: Then you will be available if the committee wishes you, if you receive a day or two's notice in advance?

Mr. CAMSELL: Certainly.

Mr. FLEMMING: Before the Doctor retires, it seems to me we ought to find out if we can get from his department information which, it seems to me, is of first great importance, and if we cannot get it from his department we ought to get it somewhere else, and that is to find out what the coal would cost at the pitmouth at the different mines in Alberta and in Nova Scotia. Then we will know what the first cost is; then we will plus that with the cost of transportation, and we will find out what it will cost to get these articles to the places where they are wanted. If we can get that information about the pitmouth cost at the different mines in Canada, and if that could be supplemented with some information as to the American cost, it would be very illuminating to the committee. If the Doctors' department can supply that, it will be better and easier than for us to get it by sending for witnesses to come here from each locality. We have to get that information before we can set out to figure on the question much at all.

Mr. CAMSELL: In reply to that, I will say this: that we can give you an enormous mass of figures bearing upon the price at the mine, but not the cost.

Mr. BURY: You can give us the price at the pitmouth?

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Mr. CAMSELL: Exactly.

Mr. BURY: But you have no statistics or data to show the actual cost of production at the pitmouth, to show the profits accruing to the mine operators?

Mr. CAMSELL: No.

Mr. BURY: That is continually altering. It must be, because if a mine is going full blast for a time, its cost per ton is less, whereas if it is only going half time, its cost is more.

Mr. CAMSELL: Well, we would like to have that information regarding the cost of production at the different mines in Canada, but it is not the sort of information that mining companies want to give. On the question of price at the mine, we can supply you with figures.

Mr. BURY: I think we ought to get the price at the mine, and get the transportation costs as far as we can, and then we can say to the mine operators "Look here, with that cost at the mine pitmouth, we know our transportation costs, and the result is that the price at the pitmouth is absolutely impossible, and unless you fellows can cut down the price at the pitmouth, you, yourself, are making it impossible for us to use your coal."

Mr. MACDONALD: I live within fourteen miles of Glace Bay, and I pay $6.25 for a ton of coal. The same ton of coal is sold in Three Rivers for $3.50.

Mr. BURY: We live right over the coal mines, and pay $6.50 a ton.

The Committee adjourned until Tuesday, May 25, 1926, at 11.00 a.m.

COMMITTEE ROOM No. 436.
HOUSE OF COMMONS.
TUESDAY, May 25th, 1926.

The Special Committee appointed to investigate present sources of supply of anthracite and bituminous coal, the dependability of such sources, and other matters relating thereto, met at 11.00 a.m. Chairman Mr. Lapierre presiding.

HARRY AIRD, called, and sworn;

By the Chairman:

Q. What is your present position, Mr. Aird?—A. Director of the Canadian Import Company and manager of their Montreal office.

Q. How long have you been in their employ or in that position?—A. In that position for 15 years, or more.

Q. You are familiar with the transportation conditions on the St. Lawrence and Great Lakes?—A. As pertaining to the Montreal and Quebec markets, yes.

Q. Have you prepared a statement for this Committee, Mr. Aird?—A. No sir, I was not asked to prepare statement; I was told that certain information in regard to the transportation of coal would be sought but no definite questions have been put to me as yet.

The CHAIRMAN: I will ask Mr. Flemming to examine the witness.

By Mr. Flemming:

Q. Mr. Aird, in the course of your management of the business you spoke of, you have been handling coal from Nova Scotia?—A. Yes sir.

Q. And coal from the Pennsylvania fields?—A. Yes.

Q. Have you handled anthracite coal for household use?—A. Yes sir.

Q. And would your company handle bituminous coal that would be used in industries?—A. We do.

Q. You also handle that. And has the coal you have been handling from Nova Scotia been coming to Montreal entirely by water?—A. Yes, water borne coal.

Q. You have never handled any coal from Nova Scotia by rail?—A. A very limited quantity—the rail freight rates are prohibitive—except in emergency cases.

Q. Have you any experience in the re-shipping of coal at Montreal and carrying it in lighter boats, barges, up the St. Lawrence to points, say, on the river or on the Lakes?—A. We operate a marine dock at Montreal and re-ship coal up the river to points such as Cornwall. We do not go much west of Cornwall.

Q. How many miles is Cornwall west of Montreal?—A. About 80 miles.

Q. Why have you not pushed on up the river?—A. Competitive market conditions will not permit of Canadian coal going farther up, that is to any extent.

Q. Now, can you give us some information as to the cost or the price of coal, say, Nova Scotia coal that you buy at the pit mouth, as we would call it; what is the approximate Nova Scotia price?—A. You mean cost at the mines?

Q. Yes?—A. I am not in position to give you that, Mr. Flemming; we are more dock operators and distributors of coal, not so vitally interested in the actual cost of production at the mine.

Q. You see, Mr. Aird, what I want to get, if possible, is; first, the price or cost at the pit mouth, then the transportation to Montreal?—A. Yes.

Q. And then when it is re-shipped, cost of re-shipping?—A. Yes.

Q. Then the transportation on the smaller boat or barge, to the point of delivery?—A. Yes.

Q. To try and get the total cost, and how it is made up; that is the information I am after?—A. I could give you general idea, I think, Mr. Flemming, but I think it would be better to refrain from doing so. You can get that accurately from some of the Cape Breton operators; you see, we are more interested in the handling of the coal, as from its arrival alongside at Montreal, to the ultimate consumer.

Q. Are you familiar with the cost of transporting, say, from Cape Breton to Montreal?—A. In a general way.

Q. By water?—A. In a general way. I think it would be preferrable not to express my opinion because I think that you can get it accurately, as I said, from some of the producers.

Q. Well now, will you give us some information about the cost of re-shipping and conveying it to Cornwall?—A. You are dealing with bituminous coals?

Q. Yes, from Nova Scotia, I am following that for a moment?—A. The figure of 50 cents a ton will take the coal out of a ship and put it into railroad cars for transhipment or put it direct on to lighters or craft for inland movement.

Q. That is good information. 50 cents will carry that cost?—A. Out of the ship back on to railroad cars or craft.

Q. About what is your cost from Montreal up, say, to Cornwall?—A. By vessel, including discharging, approximately one dollar, 90 cents to one dollar.

Q. The carriage then would be about 50 cents and the re-shipment re-handling about 50 cents?—A. The division might be a little different from that. Such movement as is made from Montreal is made by craft with self-unloading equipment on board and 90 cents to a dollar is the rate covering transportation and the unloading.

Q. Let me ask you; if you were to convey that coal farther west than Cornwall the cost would not be increasd pro rata at all, not according to the mileage, would it?—A. Not according to mileage—

Q. Would you be able to give the Committee information as to what, in your judgment, it would cost to take the coal from the vessel in Montreal

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Harbor and deliver it, say, to Kingston, as compared with Cornwall; just your judgment?—A. Kingston—I think a transportation rate of about approximately a dollar would be available, if going to wharves or docks equipped for the unloading of craft on its arrival there.

By the Chairman:

Q. They have that equipment in Kingston?—A. Some of the plants have.

By Mr. Flemming:

Q. The matter of equipment at the wharves or docks would be very important, would not it?—A. It would be important?

Q. Yes?—A. Naturally it would.

By the Chairman:

Q. It would affect the rates?—A. Naturally.

By Mr. Bury:

Q. Let me ask this: I take it from that, that the price you have quoted in the case of unloading at Kingston—that is why it is important that there should be equipment at Kingston—your price is not merely to the dockside at Kingston, it includes unloading from the lighter or vessel?—A. No. I would say that, up to the present, at least, the movement of coal up the St. Lawrence from Montreal is very limited; Cornwall is the farthest west point that so far we have been able to reach. There are lighters of 1,000 to 1,500 tons capacity, mechanically equipped, that are able to perform that service and land the coal on the canal bank or at the wharf in Cornwall. Those same lighters may not be available for delivery to Kingston, but you can get an ordinary lake steamer, that brings down grain, to carry coal back from Montreal to Kingston at approximately, or possibly somewhat under one dollar. In that case, as these vessels are not equipped with discharging equipment, it is necessary that the receiver, or the dock to which vessel goes should be equipped with some means of unloading.

Q. Do you mean to say that in the cases of where a vessel has unloading equipment on itself that you would still charge a dollar; that the dollar in that case would cover not merely transportation of the coal to the point at Kingston, but also the unloading of the lighter? What I want to get at is: In the price you quoted a minute ago from Montreal to Kingston, does that price include unloading at Kingston or does it not?—A. No.

By Mr. Howden:

Q. Not in either case; not in the case of a barge?—A. In the case of a barge to Cornwall it includes discharging.

By Mr. Bury:

Q. But to Kingston, did I understand—A. No, sir. I will put it this way; craft that might move from Montreal to Cornwall might not move from Montreal to Kingston, where you go out in the lake.

By the Chairman:

Q. Are those craft engaged exclusively in the coal transportation?—A. Lighters I referred to, yes.

Q. They are?—A. Yes.

By Mr. Amstrong:

Q. If I might ask a question, Mr. Chairman, it is this: You said that the boats that carry grain from Port Colborne, we still say, down to Montreal are capable of carrying coal back if necessary?—A. Yes.

Q. If those boats were equipped with unloading machinery could they not carry that coal at one dollar per ton from Montreal through to Kingston, Toronto, and Hamilton and unload it, with that kind of machinery, at that rate?

The CHAIRMAN: With the machinery now used on these barges?

By Mr. Armstrong:

Q. No, I do not mean that; I mean with up-to-date unloading machinery. Mr. Aird knows, I think, what I mean?—A. If there was sufficient volume, Mr. Armstrong, to warrant equipping of such craft.

Q. That is right?—A. I question if you would do it for a dollar, but a dollar to $1.25, probably would bring your coal to Kingston and Toronto.

Q. In that way— Just a minute.

By Mr. Bury:

Q. I did not catch the last answer, because your cough broke it off; from Montreal to where?—A. Kingston, Toronto.

Mr. ARMSTRONG: Hamilton, if necessary Port Colborne; back to where they load the grain.

By Mr. Howden:

Q. $1.00 and $1.25?—A. You would have to have volume to move, to warrant equipping of the boats.

By Mr. Armstrong:

Q. I quite understand that. Handling Nova Scotia coal in large volume, and these boats that leave Port Colborne with grain and go on through to Montreal, if they could be furnished with up-to-date unloading equipment, we will say they could deliver coal at Toronto, Hamilton or Port Colborne around about a dollar a ton?—A. I think you are too low, Mr. Armstrong, I think you would be safer around $1.25.

Q. Why I make that statement is, that they are having load both ways?—A. Yes, but the despateh that might be available for the boats with the coal would be a factor in determining the rate available.

Q. The despatch with which they are loaded and unloaded?—A. Unloaded and loaded.

Q. I quite understand that; but I think you will agree with me that the loading and unloading machinery for the handling of coal has been wonderfully improved within the last few years?—A. Quite right.

Q. I know that in our district, in Western Ontario, we realize that?—A. Yes.

Q. Take from Toledo or Cleveland, it is marvellous what they will accomplish in those cities?—A. Pardon me, you will keep in mind the tonnage moved out of such ports as those names, Toledo, and Ashtabula is very heavy as compared with any possible movement of Canadian coal by river.

Q. I quite understand that; but you will also remember that the boats bringing grain from Port Colborne down to Montreal are limited in the amount of grain they can carry and not so much limited in the number of boats? That is, there are plenty of them that would be, or could be made available for the carrying of coal back. However, that is the thought that I had in mind, to emphasize that; that is all.

By Mr. Bury:

Q. I just want to ask this: I am not clear in my mind yet. Would you mind giving us cost from the moment a shipload of coal from Nova Scotia comes to Montreal. Take every item in its order; transhipment into lighters or—take the lighters first—and then the freight after from Montreal down to Cornwall and

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Kingston and Toronto, so that we will know that every element of cost is in; the dollar you mention, I take it, did not include the cost of transhipment at Montreal?—A. No, sir.

Q. Well, I would like that brought out clearly.

Mr. HOWDEN: Get the cost to Montreal to begin with.

Mr. BURY: He does not know that.

By Mr. Armstrong:

Q. Do you not know the cost from—

The CHAIRMAN: Do not get Mr. Aird confused. Now, get the other question first.

By Mr. Bury:

Q. Do not get mixed up. You have already told us that the cost to Montreal you would rather leave to somebody else?—A. Yes, the actual cost of producing coal and bringing it to Montreal.

The CHAIRMAN: Yes, and transhipment.

By Mr. Bury:

Q. You told us a minute ago you would sooner have somebody else tell that? A. That should be furnished to you by Cape Breton operators.

Q. Coal right at the dock at Montreal; we want the cost from that moment until the coal—by items—gets down to Cornwall and Kingston, and, if you like, Toronto?

Mr. ARMSTRONG: Of course Toronto, and Hamilton too.

By Mr. Bury:

Q. Well?—A. I can give you that accurately, in so far as Cornwall is concerned, I can give you estimates or opinions as to the probably cost of putting it at Kingston or Toronto, but I would like to remark that up to the moment no such movement is taking place.

Q. Would you mind giving it to us, then, to Cornwall first?—A. To Cornwall?

Q. Yes, item by item, so that we will know just where we are?—A. I would say 50 cents per ton for discharging.

Q. Yes, go on?

By Mr. Armstrong:

Q. Unloading into lighters?—A. Discharging and reloading into railroad equipment or lake craft.

By Mr. McLean (Melfort):

Q. It would be cheaper loading into lake craft than into the cars?—A. No, because the coal requires to be landed and reloaded to determine weights unless it was possible to transship a particular lot over the side, in that case it might be a little less.

By Mr. Bury:

Q. What is the next?—A. You would have 7 cents per ton for the Montreal Harbour Commission's dues on the coal.

By Mr. Armstrong:

Q. And they collect that for what purpose?—A. Maintenance of the port.

The CHAIRMAN: Harbour dues.

The WITNESS: There would be one dollar per ton for transportation to Cornwall by mechanically equipped lighters, including discharging at Cornwall.

By Mr. Bury:

Q. That is what I want to get at. Adding those will give us the exact cost of bringing coal from Montreal dockside in the delivering ship.—A. Yes.

Q. To Cornwall dock?—A. Yes. I might mention, that the railroad rate from Montreal to Cornwall is also one dollar.

Mr. MCLEAN (Melfort): That is competitive rate.

By Mr. Armstrong:

Q. Just before you leave that; do I understand you correctly? In the first place you make statement that the one dollar would include unloading of the coal from the boat to the barge and unloading it from the barge at Cornwall?—A. No, sir, 50 cents takes it out of the Cape Breton collier and tranships it into river or lake craft.

By Mr. Bury:

Q. Or on to the cars?—A. Or on to the cars.

Mr. ARMSTRONG: That seems very high rate.

By Mr. Bury:

Q. Then add from there the rate by car or by lake—

By Mr. Armstrong:

Q. Are those towed barges or self-propelled?—A. In this particular case, towed barges.

Q. Just mechanically equipped?—A. Mechanically equipped for discharging.

Q. Supposing, now, you were shipping a whole cargo to Toronto, you could unload at Montreal, or wherever you would have to tranship, cheaper than 50 cents a ton?—A. It is possible in some cases that the 50 cents suggestion could be improved on.

Q. Yes. I mean, you would not have to land it over the wharf, when you are shipping the whole cargo forward?—A. No. I am giving you a general, average rate.

Q. Supposing you were shipping up to Kingston; do you think it feasible to ship to Kingston? What would be the effect of competition from American coal from Oswego coming over to Kingston?—A. That would be from Charlotte or Sodus Point, Oswego is an anthracite point.

Q. It would not enter into the effect at all as far as Nova Scotia coal is concerned?—A. You have Sodus Point and you have Charlotte.

Q. What would be the effect at Kingston?—A. Anthracite rates from Oswego and Fairhaven to Lake Ontario ports average around 75 cents; I would think the bituminous rate would be in that neighbourhood.

Q. 75 cents to Kingston?—A. Yes; it might be safer to say 60 to 75 cents.

By Mr. Bury:

Q. Now we know exactly what the cost is to Cornwall. You have no idea, approximately, as to what additional cost there would be to Kingston, Toronto, Hamilton; you would not care to say that?—A. I could express an opinion as to what we might hope to be able to obtain were we looking for such service; I would say $1.25 maximum.

Q. To where?—A. To Toronto, Kingston, and possibly Hamilton.

By Mr. Howden:

Q. Including discharging, including unloading?—A. No.

By the Chairman:

Q. That would be transportation charges only?—A. Transportation charges.

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 72)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Bury:

Q. That is not in addition to the Cornwall cost; $1.25 instead of $1, is that what you mean?—A. $1.25 instead of $1.

Q. That is an addition of 25 cents plus unloading?

Mr. HOWDEN: Which would be what?

By Mr. Bury:

Q. Plus unloading charges at these three further points of Kingston, Toronto and Hamilton, is that right?—A. That is right. Again I would like to repeat, were it possible to develop the market and create a large volume of tonnage you would improve these rates. A lot depends on what market you have and the volume you are going to move.

By the Chairman:

Q. The opinion you express now is based on conditions as they exist to-day, not as they would be if you had a large volume?—A. Not if you had a million tons or half a million tons to deal with.

By Mr. Howden:

Q. What further charge would there likely be with regard to the discharging of that coal?—A. That would depend on the consignees' facilities for discharging and the volume of tonnage which he could pass over his dock. The volume handled over any given dock regulates the cost to a very great extent.

Q. Well, but roughly; would an approximate cost of 25 cents a ton carry it?—A. I think that would be too low, I would say probably 40 cents.

By Mr. Bury:

Q. That is under present conditions?—A. Present conditions.

Q. Subject to change with increase in tonnage?

By Mr. McLean (Melfort):

Q. Would that be with power on the steamer itself?—A. No.

Q. On the dock?—A. There are very few of the grain freighters or lake craft equipped with booms or winches, convenient for discharging; they are discharged by shore plants.

Q. They practically have not even got masts to carry booms on?—A. Some have, but very few.

By Mr. Armstrong:

Q. There is machinery, though, as you know, Mr. Aird, in operation to-day whereby the coal can be removed with machinery that is carried on the boats and up-to-date?—A. Yes.

Q. And I know it is being unloaded at a few cents a ton?—A. There are a few boats, Mr. Armstrong, equipped with self-unloading belts, let us say from Lake Erie ports to Port Colborne or Toronto, that will include in their freight rate the cost of landing cargo on the dock.

Q. At a few cents a ton?—A. Possibly; it is part of their freight rate.

By Mr. Bury:

Q. Those lighters are nothing but barges?—A. Lake steamers—

By Mr. Howden:

Q. Barges?—A. Yes.

Q. For towing?

By Mr. Bury:

Q. No, no. I am not talking about grain steamers, but the others, the vessels that would bring coal down from Montreal to Cornwall, Toronto, Hamilton and so on; would they be all the same kind?—A. Yes, they would be self-propelled canal type vessels.

By Mr. Armstrong:

Q. They could be equipped with this unloading machinery?—A. Yes.

By the Chairman:

Q. They are equipped for the grain trade. Returning with a cargo of coal of course, these boats would have a very much larger capacity than the barges employed in the business now.

By Mr. Bury:

Q. The barges employed in the business now; what barges do you use now going to Cornwall; are they simply lighters towed?—A. Lighters generally used for bunkering ocean vessels in the Harbor of Montreal.

Q. Towed?—A. Towed.

Q. What I had in mind is if the movement got under way these vessels would be substituted with self-propelled vessels.

Mr. ARMSTRONG: Grain vessels.

By Mr. McLean (Melfort):

Q. What capacity of vessels could go up the river from Montreal to Toronto Mr. Aird?—A. 2,000 to 2,500 tons.

Q. That would be the outside limit?—A. Yes, 2,500 would be an approximate maximum.

Q. I saw an item in the Citizen the other day—I think I gave it to you, Mr. Bury—about a new lake steamer having just arrived in Toronto from Scotland, from the Clyde, one day last week, Thursday or Friday, loaded with anthracite. I do not suppose you would have any idea of the capacity, or of what would be the load coming through?—A. The maximum capacity of a canal type steamer, generally speaking, to-day, is in the neighbourhood of 2,500 tons, exclusive of the ship's bunker coal.

Q. Carrying capacity?—A. Yes.

By the Chairman:

Q. And drawing how much?—A. 14 feet.

Q. That is the Cornwall canal?—A. Yes.

By Mr. Bury:

Q. Do you mean it would carry 2,500 tons of coal?—A. Yes. When you call on some of the vessel people you can probably get further detail on the operating costs and the rates.

By Mr. Armstrong:

Q. Are you in touch with any of the Canadian Merchant Marine vessels, in the way of handling freight?—A. No, except in so far as dealing with them for bunker coal supply.

Q. I understand that there are 12 of these vessels that are not in use and would be available for the handling of coal from the west to the east and from the east to the west; you have not had any information in connection with their capacity?—A. The Merchant Marine vessels of canal length I think carry between 2,500 and 3,000 tons when fully loaded but would not carry more than approximately 1,300 tons when lightened to canal draft.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 25)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By the Chairman:

Q. The object of utilizing boats of the Merchant Marine on the traffic, if it was possible, would be to bring coal from Fort William and Georgian Bay ports over the big lakes.

Mr. ARMSTRONG: I am just trying to find out whether any of those would be available for the purpose which we are now investigating.

The CHAIRMAN: There is only 14 feet in the Cornwall canal, the draft is only 14 feet.

Mr. ARMSTRONG: The number of vessels I have given you were cited in an answer which I received from the Government this year.

By Mr. Bury:

Q. Mr. Aird, as I understand you, while these Government Marine boats can carry coal up the canal they could not carry as much as the other vessels to which you have been referring, they could only carry about 1,300 tons, I understand, while the other vessels can carry up to 2,500 tons?—A. Yes.

Q. So it would not be economical?—A. The Canadian Government Merchant Marine boats were primarily for ocean service, not for canal service

Q. They would not be economical to use?

Mr. ARMSTRONG: They would be available for upper lake traffic.

By Mr. McLean (Melfort):

Q. Aside from that, do you know the type of merchant marine boat Mr. Armstrong speaks of; do you know how it is equipped in the interior, with decks and so on?—A. I think you should have some of these questions answered by vessel men; but the type of boat Mr. Armstrong refers to is a bulk freighter of the single deck type.

Q. That is what I want to get at. Now, those Merchant Marine boats are not bulk freighters with single deck, I take it?—A. They are.

Q. Merchant Marine boats?—A. The type referred to happen to be single deck bulk freight vessels.

Q. They would be quite economical provided you had the amount of water?—A. They are not, not for canal service.

Q. But if you had the water, depth of water?—A. They could load their maximum load.

Q. We want to be sure we are each speaking of the same boats. Mr. Armstrong was referring to Government Merchant Marine boats, you know what the boats he refers to are?—A. Quite a number of the Merchant Marine boats of canal size are of the single deck bulk freight type.

Q. Yes, and would be suitable, except for draft, would be suitable for the lake service?—A. They can navigate the canals and doubtless would be suitable for upper lake trade.

Q. But could not carry capacity loads on the canals on account of?—A. On account of their draft.

By Mr. Bury:

Q. Assuming that barges had to be built, have you any idea of what the price of those barges would be, that is, the type of barge that you referred to that would carry 2,500 tons up the canal?—A. I would rather not express an opinion on that.

The CHAIRMAN: That would be in the event of getting sufficient volume going up to necessitate that.

The WITNESS: There are a great number of steamers trading in the canal to-day that would be glad of the return freight.

By Mr. Armstrong:

Q. That is the idea; that, to my mind, is the proposition that we have to consider; that is, the boats that are now operating between Port Colborne and Montreal carrying grain are of the type that could carry coal back and carry that coal at lower cost than if they were just used for the carrying of coal one way, would they not?—A. I think that is quite right.

Q. And might I ask if proper unloading machinery could be placed on those grain boats, do you not think—or do you think proper unloading machinery could be placed on those grain boats and remain on them?—A. I would rather not answer that question, that is, in expert and capacity, for this reason; if you build conveyors or belts or mechanical hoists on these grain boats you interfere or you reduce their carrying capacity of grain, as well as of coal. Then you come next to the question of the cost of equipping these vessels in such manner and what that capital investment will mean in additional freight costs; it is a calculation.

Q. I quite understand that; yet it is feasible?—A. I think it is quite feasible.

By the Chairman:

Q. If I understand you rightly; the installing of this machinery on board of grain boats and the capital investment would make it impossible for them to carry coal at the prices you have just stated?—A. No, Mr. Lapierre. I think they might be equipped to carry coal at approximately those rates provided you had the volume that would justify the equipping of the boats. You get back every time to the question of volume, of the movement that you are contemplating.

Q. If the volume was available these changes could be made to boats engaged in the grain carrying trade profitably?—A. I should rather think, that if the volume, or if the market for the coal west of Montreal was large enough and could be developed it would be preferable to have such docks as were going to receive this coal equipped with their own discharging plants. The boats will carry more coal and carry it cheaper if you have your discharging facilities on the various docks; you will get a cheaper result in that way.

Q. Are there any unloading facilities at all at Toronto?—A. There are some.

Q. At Hamilton?—A. I am not sure about Hamilton; I would judge there would be.

By Mr. Bury:

Q. Mr. Aird, the bituminous coal that would be handled would be soft coal; can you say if the equipment for handling this at the dock, loading and unloading it, is very hard on the coal; does it break it up much?—A. There is a certain amount of breakage in re-handling of fuels by all methods of handling. Personally I am of the opinion that the modern plant with grabs does not break the coal very much more than the old method, for this reason; that if you have grabs taking two, and in some cases five tons of coal, the lips of the bucket come in contact with a certain amount of the coal and naturally crush it, but you have a big quantity of coal going in that does not come in contact with the mouths. Now, in the olden days when it used to be shovel and tub discharge, my opinion is that the continual friction of the shovel on, let us say, every 20 pounds of coal would cause as much breakage as the grabs do on the large amount.

By Mr. Bury:

Q. How much do the grabs take up at a time?—A. They run from one to five tons.

Q. One to five tons?—A. Yes sir.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 15)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

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By Mr. Bury:

Q. How much do the grabs take up at a time?—A. They run from one to five tons.

Q. One to five tons?—A. Yes sir.

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 75)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Howden:

Q. Does the coal not break in dropping?—A. Yes.

Mr. McLEAN (Melfort): Still they could drop it easily, if they wished to.

By Mr. Bury:

Q. What height do they drop it from?—A. It depends entirely on the plant.

Q. I mean, you could have a plant that would have no drop; could not that be managed, that the drop could be diminished?—A. Yes.

Mr. BURY: If the coal drops ten feet I do not see how that bituminous coal is going to stand it.

Mr. GERSHAW: At Montreal it drops more than ten feet; not a great deal more.

The CHAIRMAN: Of course some coals are more friable than others.

By Mr. McLean (Melfort):

Q. There is no reason why the drop could not be lowered. Supposing I drop something out of my hand, I can lower my hand down before letting it go and it would reduce the drop.

Mr. BURY: That is what I say, minimize the drop.

The WITNESS: They have belts, loading belts.

Mr. ARMSTRONG: These days a wharf can handle coal and deliver it with very little breakage.

By Mr. Armstrong:

Q. However, there is just one other question I would like to ask. This one question was this. Have you any definite knowledge of rates from Nova Scotia or Cape Breton ports to Montreal?—A. I do not know what the costs are this year. All, or practically all of the Cape Breton coal is transported in vessels owned by the collieries, or taken on time charter by the collieries. I should think, Mr. Armstrong, that the British Empire would be the best people to give you the correct answer to that question.

Q. We have had a statement, have we not, to the effect that it costs 60 cents, if I remember rightly?—A. I would say—

Q. 40 cents to 60 cents?—A. No; trip boats going into Sydney to pick up a load of coal bound for Montreal would probably obtain 70 or 95 cents.

By Mr. Flemming:

Q. 60 to 90 cents?—A. Yes.

By Mr. Armstrong:

Q. If that is the case, then Cape Breton and Nova Scotia coal, according to you figures, could be delivered at Toronto and Hamilton for $2 per ton, taking your charges which you have already stated; from Montreal to Toronto and Hamilton at about $1.25?

Mr. GERSHAW: $3.00; $2.77.

Mr. ARMSTRONG: No, $1.25—

Mr. HOWDEN: It figures up to $3.00 a ton to Toronto and Hamilton.

Mr. McLEAN (Melfort): From Sydney

Mr. ARMSTRONG: How do you make the difference?

Mr. HOWDEN: I will give it to you; in Montreal there is 50 cents to unload at Montreal.

Mr. BURY: Start your transportation right from Sydney.

Mr. HOWDEN: All right. Transportation from Sydney, put it down at 75 cents; 50 cents transshipping at Montreal; seven cents Harbour Commission; $1.25 to Toronto; and 40 cents unloading; that gives you $3.00.

Mr. GERSHAW: $2.75.

Mr. HOWDEN: You get $2.97. There is your 75 cents from the Maritime—50 and seven cents for Montreal; $1.25 to Toronto; 40 cents; that gives you $2.22; add 75 cents to that.

Mr. BURY: $2.97 I make it.

Mr. HOWDEN: I said $3.

The WITNESS: I think the better way would be to figure it at $2.50 to $2.60 alongside Toronto.

By Mr. Armstrong:

Q. $2.60 what?—A. Alongside the different docks.

Q. At Toronto?—A. Toronto or Hamilton or Kingston.

Mr. BURY: Then if there is 40 cents unloading fee, that would make it just what Mr. Howden says, $3.

By Mr. Armstrong:

Q. That estimate, though, is your estimate under present conditions?—Right.

Q. If proper loading and unloading facilities were used. And an open rate given to the boats that would carry grain to Montreal and Toronto, that rate would be materially reduced if it was a quantity rate?—A. I do not know that I would say materially, Mr. Armstrong, but it would be reduced to some extent.

By Mr. Flemming:

Q. And the volume of business would also be a factor?—A. The whole calculation depends on the volume, Mr. Flemming.

The CHAIRMAN: And there would be competition.

Mr. FLEMMING: And the facilities—

The WITNESS: There would be competition, lots of competition.

Mr. ARMSTRONG: Lots of competition with the boats that carry grain.

By Mr. Howden:

Q. With the most improved methods, Mr. Aird, would it likely reduce that $3 cost more than 50 cents, the total of handling from Montreal to Toronto?—A. You are asking from Sydney.

Q. Yes, from Sydney?—A. Start with 75 cents from Sydney up.

Q. Yes?—A. Again I would like to repeat I am not expressing any expert opinion on that 75 cent rate.

Q. That seems about the average?—A. Yes. Then you come to 50 cents.

Q. For transhipping—A. Re-handling at Montreal.

By Mr. McLean (Melfort):

Q. Just there. Is it reasonable to carry down coal from Sydney to Montreal for 75 cents and charge 50 cents to unload it, to take it out of one boat and dump it into another?

Mr. ARMSTRONG: That is under present conditions.

Mr. BURY: We are dealing with present conditions.

Mr. McLEAN (Melfort): Yes, but Mr. Aird spoke of unloading it to weigh it.

The WITNESS: It will cost in some cases less than 50 cents, it would cost in others more than 50 cents, depending again on how much you are handling, but if you had a large volume to move, I would say, yes, you could figure on perhaps a little less than 50 cents handling charges at Montreal.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 42)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. McLean:

Q. How is the coal unloaded at Montreal, is it unloaded by steamer power or by— —A. No, unloaded by modern plants.

Q. Colliers have not got their own unloading plant?—A. The vessels are equipped with booms, winches, but they are not used.

Q. Supposing there was traffic developed between there and Toronto, it would be a very simple matter for the collier to discharge its coal overside into— —A. With their own equipment?

Q. With their own equipment?—A. It would cost more money.

By Mr. Bury:

Q. Into a lighter beside?—A. Yes. It would cost more money for this reason. Let us say a 7,000 ton Cape Breton collier comes to Montreal; her discharging time to-day is anywhere from seven hours to sixteen hours. If you put men in to use the ship's own equipment for discharging you will probably not get more than one thousand tons per day discharge and the cost of the vessel tied up for that length of time would run your discharging cost beyond what the modern plant will do it for.

Mr. HOWDEN: I would like to have Mr. Aird follow that question up because I think it is a very important question. That is, what can be saved with improvements. He was working on it.

WITNESS: You are starting with 75 cents, 50 cents and 7 cents and then taking $1.25. I think it is better to take a price delivered alongside the ports you mention, rather than including your discharging rate at such ports.

By Mr. Howden:

Q. Proceed then?—A. Eliminating your rate of 40 cents, you have the rate of approximately $2.57. I do not think you could improve that rate much more than 25 cents.

By Mr. Armstrong:

Q. You think that with improved facilities and increased quantities you might reduce the rate to $2.25?—A. You might bring the rate down 25 or 30 cents.

By Mr. Bury:

Q. That is, you might reduce it to $2.25. Do those factors you are taking into account to diminish it, include the competition from other boats wanting return freights?—A. These estimates are made on the assumption that you would have, as we have to-day, a competitive market.

Q. So that you are taking in every conceivable factor in estimating that reduction?—A. Yes. You will understand that we are dealing with possibilities.

Q. I understand that.—A. If you could calculate on a definite tonnage, say 1,000,000 tons, or other definite volume, then a more intelligent estimate might be made.

By Mr. Armstrong:

Q. In other words, if you were able to cut out United States coal, and the Canadian market was given over to Canadian producers of coal, you could obtain from all these sources, material reductions in the handling charges on account of the volume.—A. You could obtain reduced cost figures.

By Mr. Bury:

Q. Mr. Aird, you mentioned one thing: You say that if we could specify definitely an increased tonnage, say a million or one and a half or, two million tons, we might be able to get down to concrete figures. If we made an assumption along these lines: first, that we were going to have a volume of one million tons a year over that route, or two million tons a year, do you think that on the

basis of that assumption we could get down to bed rock costs of transportation from Sydney to Toronto?—A. If you are making a calculation on a specific tonnage, and know the Ports to which the coal would be going, and know the facilities for discharging and the rate at which the vessels could be discharged by the receivers, naturally you could get down to a definite calculation and get some definite proposal from the people operating terminal docks, and from the steamship people interested in the freight.

Q. Don't you think that it is all very well to make broad general statements that if we have a larger tonnage we will have a less price, but don't you think we ought, for practical purposes, to make definite assumptions; if we could get a volume of one million tons a year, it would cost this amount; if we could get a tonnage of one and a half millions it would cost this; and a tonnage of two million, it would cost that amount.—A. I should think that the Cape Breton operators would be very happy to make calculations of that nature.

Q. As a practical man, would not that be about as useful a thing as we could do?—A. Yes sir. The big problem though is, unless government action is taken to prohibit the importation of American coal, whether a scheme of that kind is practicable. In other words, how far can Canadian coal meet the competition of the tonnage from Lake Erie, and let us say, the all rail movement into the Ontario market, unless it is subsidized by the government in some form or other.

Q. But we cannot know how far it will go until we get the bed-rock prices at which it will be delivered at these points, westward, and we cannot know that price until we make assumptions on a basis of a million tons a year, or on a basis of one and a half or two million tons a year, and if we were in a position to go to the government and say: we have ascertained that if we can get a volume of coal from the Maritimes to eastern Ontario of a million tons a year by this route, we could put it at these points at these prices and compete with American coal? It seems to me we will never be able to put up concrete, specific, definite figures until we do it on the basis of a tonnage.—A. You are familiar possibly with the fact that the British Empire Steel Corporation has made repeated efforts to place Cape Breton bituminous coal in Toronto; so far, unsuccessfully, from the point of view of price; they cannot enter the Toronto market and obtain a price that will let them out on their product. That is, to-day.

Q. On what tonnage?—A. A comparatively small tonnage, but I will say this; they have gone this far: they have a number of small vessels that can enter the canals and they have moved coal from Sydney to Montreal, lightened the ship at Montreal to canal draft, and proceeded to Toronto in the same bottom, and even at that, up to the moment, they have not been able to find a market in Toronto that would justify the continued movement of the coal, much as they desire it, and are still looking for a solution that will enable them to go up there.

By Mr. McLean (Melfort):

Q. Is it a purely a price matter between them? That is, is the coal in itself satisfactory to Toronto? Is it just a question of dollars and cents?—A. I would think so. The Cape Breton coal is quite popular in our market; that is, the Montreal market. It is selling this year in very large volume.

Q. That is for industrial purposes?—A. Industrial purposes; railroad use; and steamship bunkers.

Q. It is not used for domestic purposes?—A. No.

By the Chairman:

Q. In your own line, do you handle both American and Cape Breton bituminous coal?—A. We have handled American on quite a substantial scale, but we are now specializing on the distribution of Canadian coal.

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Q. Handling both lines, could you suggest any legislation, or any mode of transportation, that would favor Cape Breton coal as compared with American coal? In other words, is there any system, or legislation by which Cape Breton coal could replace American bituminous coal in Montreal?—A. It is replacing it to-day. The Montreal market to-day is very largely a Cape Breton market.

By Mr. Armstrong:

Q. That is so far as concerns bituminous coal?—A. Yes, so far as bituminous coal is concerned. I might say, that outside of the coal that is coming down for the Montreal Light, Heat and Power Company for gas making, and a limited tonnage coming down for metallurgical purposes. I think the market is almost entirely a Canadian market this year.

By Mr. Flemming:

Q. The Montreal Light, Heat and Power Company manufacture gas, and produce a certain quantity of coke.—A. Yes.

Q. Can you give us any information about the cost of coke and the possibility of making coke to take the place of American anthracite?—A. No, I am not in a position to answer that question. For some time the advisability of erecting by-product coke ovens in Montreal has been under consideration. Nothing definite has yet been arrived at.

By the Chairman:

Q. It has been a question of finding the capital for the enterprise, if I understand rightly?—A. Partly. And finding a market for the coke. Rightly or wrongly coke is classified by the domestic consumer as a substitute fuel, and you have got to educate the public to the use of coke as a domestic fuel, and until anthracite is eliminated I think it is going to be a very gradual process.

By Mr. Howden:

Q. Can bituminous coal from the Maritime Provinces compete with American bituminous coal on its own merits, ton for ton?—A. For general steam purposes, yes; in certain markets. Not in Toronto. It would, if you could land it there at competitive prices.

Q. I mean to say, on its merits; the actual value of the coal. Is it as good a coal as the other?—A. For ordinary purposes, yes.

By Mr. Armstrong:

Q. Why does not the gas company in Montreal use Cape Breton or Nova Scotia coal in larger quantities for the making of gas or coke?—A. I should think that the Light, Heat and Power Company would give you the best answer to that question; but my knowledge of it is this: that the Light, Heat and Power Company are looking for and prefer a coal with a low sulphur content. They buy coal running from .75 to perhaps 1.25 in sulphur as against the Cape Breton coal which averages, let us say, 2.50 to 3 per cent sulphur. For illuminating gas they prefer coal such as they can get from the American fields with low sulphur content.

Q. That sulphur content can be eliminated with a great deal of expense, can it not?—A. I don't think so. It is inherent in the coal. It is released as the coal is consumed in the retorts.

Q. They do it in other plants. I am satisfied that they could do it there. That is, they can take the sulphur from the gas.

Mr. HOWDEN: They have a steaming process.

Mr. ARMSTRONG: My reason for that statement is this: In western Ontario we use natural gas, in large quantities in the cities and towns throughout that

district. Two years ago we were supplied with the gas in the natural state, as it came from the wells. It contained a large quantity of sulphur. Then the gas companies put in appliances whereby that sulphur was removed so that to-day we have a splendid grade of gas without sulphur.

By Mr. Flemming:

Q. Then Mr. Aird, the reason that Nova Scotia bituminous is not used in Montreal for gas purposes is on account of the excess sulphur content?—A. Yes. As I understand it, the Montreal Light, Heat and Power Company find that certain American bituminous coals are more suited to the production of gas than the Cape Breton coal.

By Mr. Bury:

Q. Is this a fact? I understand that the coking scheme is only feasible where you are able to make use of the gas, because the gas is such an important by-product of the coking operation that unless there is a use for the gas, it is lost. Now, that being so, the American bituminous coal would be preferable even for coking purposes by reason of its gas being preferable. Is that right? —A. I follow your line of thought, and I would be inclined to agree with it but for Mr. Armstrong's statement to the effect that the gas can be purified and the sulphur content eliminated.

Q. I am leaving that out of account at present. Assuming there is no process of eliminating sulphur that would be true, but if as Mr. Armstrong says, there is a process of cheaply eliminating the sulphur from the gas, then the same objection would not obtain.—A. I am not a technical man and I would prefer not to express an opinion on that.

The CHAIRMAN: As we are going to have practical men engaged, perhaps it would be better to leave that subject. Mr. Aird speaks as to transportation, and I think he has given us very valuable information.

Mr. BURY: Quite.

By Mr. Flemming:

Q. There is one point I want to get from Mr. Aird. You have been speaking of the cost of delivering coal at Kingston, Toronto, Hamilton and other water points. Are you familiar with the rail rates from Montreal to points back from the water where the American coal would have to go after it has crossed the lake or has come down the river, to points where it will be trans-shipped to the rails, to see if we could compete at those points. Are you familiar first with the rail plates from Montreal say, into eastern Ontario to points back from the waterfront?—A. Yes.

The CHAIRMAN: We can get that information from Mr. Hotchkiss. Can we not Mr. Hotchkiss?

Mr. HOTCHKISS: You will find it on the chart. Except the combination water rates.

By Mr. Flemming:

Q. Then let me ask you this, Mr. Aird. The cost of American coal would be greatly increased if it were required to be trans-shipped at the lake or river port and taken inland by rail?—A. It naturally would increase the cost; but what points have you in mind Mr. Flemming?

Q. All interior points back from the river and the lake. Take Ottawa for instance.—A. You would find that the competition in Ottawa would be on the direct through rail rate from the Pennsylvania mines. That would not touch the water at all. That would come direct by rail and would come to Ottawa for, I think, ten cents a ton less than the same coal would travel to

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Montreal by rail. In other words, American coal coming into Ottawa direct from the mines, by rail, would land in Ottawa for ten cents per ton less freight than in Montreal. But Cape Breton bituminous coal coming to Ottawa would have to pay $1.30 rail freight Montreal to Ottawa.

Q. But the water rate from Cape Breton, and the transfer to the rail at Montreal and the rail rate from Montreal to Ottawa, would all be about the same as the American rate I imagine?—A. Canadian coal is entering Ottawa to-day in competition with American. I might, without mentioning names, say that there is one of the largest pulp and paper mills here, being served at the moment with a 70,000 ton block of Canadian coal from Cape Breton direct to Ottawa; water to Montreal and rail to Ottawa. I might say, the Cape Breton collieries are taking very low prices for their coal in Ottawa. They are obliged to take these prices to meet the competition.

Mr. HOWDEN: But the combined freight rates would be manifestly greater than the American through rate.

The CHAIRMAN: The American movement is all rail.

Mr. HOWDEN: But the one rate is greater than the other.

By Mr. Bury:

Q. What is the American all-rail rate from the American mines to Ottawa?—A. $4.13 I think it is.

Mr. HOTCHKISS: From the American mines to Ottawa, it is $3.92 I think.

WITNESS: According to this chart the Westmoreland rate is $4.11 from the Pittsburg field to Ottawa.

By Mr. Bury:

Q. Take the Cape Breton coal to Montreal; that is 75 and 50 and 7. And now what is the rate from Montreal to Ottawa?—A. $1.30.

Q. That makes $2.62?—A. Yes.

Mr. FLEMMING: $2.62 as compared with $4.11.

By Mr. Armstrong:

Q. Tell me why it is $1.30 from Montreal to Ottawa and only $1 per ton from Montreal to Kingston?—A. It is $1 a ton to Cornwall. The mileage is greater to Ottawa. I think by rail Cornwall is about 77 miles from Montreal, and Ottawa is a little over 100.

Mr. FLEMMING: It is 114.

By Mr. Bury:

Q. You have not the price of the bituminous coal at the pit mouth or on board the train at the American mines.—A. No, I would again refer you to the colliery operators.

By Mr. Gershaw:

Q. To confirm one thought about the cheapest way of taking coal, to transfer coal from Cape Breton to the car in Toronto would be about $2.97. Now if you have the advantage of great volume, competition, and the best machinery, your estimate would be that that might be reduced to about $2.25?—A. $2.25 as against the $2.57, not against $2.97. We decided to leave out the discharging.

Q. Yes, that is right, $2.57.—A. The $2.57 might be reduced to about $2.25; but these are estimates.

Q. Rough estimates I know, but that is your opinion?—A. Yes, and, assuming something that up to the present has not been shown to be practicable, can be worked out.

Mr. HOWDEN: You have to add the cost of unloading to that in any case.

By Mr. McLean:

Q. In the last preliminary inquiry, witnesses from Toronto told the Committee that it would be hard to deliver coal for domestic purposes in Toronto on account of the long haul from the docks, the water front, to the consumer. What is your experience in Montreal? You deal with that I presume?—A. Bituminous coal is not used in Montreal for domestic purposes.

Q. I understand that, but take anthracite, or assume that you are delivering coke made from coal landed on the water front; how would you be handicapped as compared with delivering coal unloaded from cars?—A. Domestic coal delivered in Montreal to-day, shipped by the D.L.&W., the D.&H., or Lehigh Valley, will go into, perhaps, 15 or more terminal points scattered throughout the city. Let us say that the average delivery would be $1.50 from such points. Then I would say that the delivery rate from wharf terminals would perhaps run $2.25, fifty to seventy-five cents per ton more.

Q. It would be handicapped 50 to 75 cents per ton more?—A. Yes, as a matter of fact, domestic coal is coming into Montreal both by water and by rail. British coals are coming in, in considerable volume, particularly the Welsh coal. That is all distributed from the water front.

Q. And it costs about $2.25 to deliver it?—A. Approximately perhaps it would be covered at about $2.

Q. Is that for delivery alone?

Mr. BURY: Or does that include the profit of the receiver?

By Mr. McLean:

Q. Yes, is that a spread?—A. No that is the cost of delivering it.

Q. Tell us something about the delivery?—A. It is about the same as in about every other centre; either by horse vehicles or motor trucks.

Q. Loose or sacked?—A. A lot of the coal is delivered in bags. Roughly 40 per cent of it.

By Mr. Bury:

Q. They bag it in the yard?—A. Yes, they bag it in the yard before delivering.

Q. For delivery in ton lots, either by team or motors, about what would that cost?—A. It would all depend on the zone. I would say that the minimum rate that the dealer would figure on would be about $1.50 for loose coal, and probably run up to $2.

Q. In the minimum zone?—A. No, I would say $1.25 to $1.50 per ton in the minimum zone, to $1.80 and up to $2.25 in the further removed zones. That is for delivery alone.

Q. What would that same coal cost coming in from the D.L.&W. to the most suitable terminal?—A. I would say then you would get down to perhaps the equivalent of your other minimum, from $1.25 to 1.50. They cannot handle anthracite coal under approximately $1.25 to $1.50 a ton.

Q. It may not be pertinent at present, but can you tell us why the cost is so high for delivering it from a terminal station?—A. Congested traffic, and a fairly high rate of wages paid to the carters.

Q. About how high?—A. If you will give me an opportunity of preparing a memorandum on that, I will be glad to give it to you.

Q. Approximately, let us say?—A. I may say that I am interested as a director of Farquhar, Robertson Limited, one of the leading distributors. Their cartage delivery is all done under contract with a master carter, and I am using these rates as indicative of the average.

Q. Is the delivery done by carts or drays or motors?—A. Very largely by carts of approximately one ton capacity. Single lorries, double drays, and motor trucks are also used.

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Q. With loads running from one to two tons?—A. One to five tons.

Q. The distance then and the congestion of traffic on the streets would be two of the principal factors?—A. Naturally they regulate the cost.

Q. And I suppose wages would not be higher in Montreal than Toronto?—A. No, I would not think so.

Mr. HOWDEN: In Winnipeg the teamsters are paid 75 cents a ton for delivering coal.

Mr. MCLEAN: Yes, that is the usual price in the west.

By Mr. Flemming:

Q. I want to ask you, Mr. Aird, whether it would be feasible to take coal from Cape Breton, bring it to Montreal during the season of navigation, then transship it by rail in the winter?—A. I don't think so. It could be done, but again we get back to the price which you could realize for the Canadian coal. In other words, if you store half a million tons of coal in Montreal for shipment by rail during the winter, you will immediately incur considerable cost per ton for placing the coal in storage and then re-loading from storage on the cars, before you begin to deal with the actual rail transportation.

Q. How much would that extra cost be per ton?—A. That is hard to answer. You would require a very large area of ground. The cost per foot of that storage ground would naturally affect the cost of re-handling. I would say it would probably cost 40 to 50 cents per ton to place it in storage and re-load it from storage exclusive of what you might pay for the rental of the space used.

By the Chairman:

Q. The space would have to be in close proximity to the handling facilities?—A. Yes.

By Mr. Flemming:

Q. If you were given 50 cents for transshipping to another boat; and if you were taking it out and storing it and putting it in a car, would that be increased by 50 cents additional?—A. I gave you 50 cents for discharging and loading into cars. The storage would be entirely apart from any figures we have used up to the present.

Q. But it would not be as much as 50 cents?—A. Again we get back to the point that 50 cents for terminal charge for current movement might be reduced somewhat with volume.

Q. But what I want to get for the Committee is this: The rail rate during the winter from Cape Breton to Montreal would be so much higher than the water rate, that the coal might be stored and re-loaded at much less cost than the winter shipment by rail. That is the point I have in mind.—A. Even at that, it is not a practical or logical movement. Cape Breton coal cannot come into Montreal by rail because of the prohibitive rail rate. Coal will move from Cape Breton to Portland, Maine, and come up over the Canadian National to Montreal, for considerably less money than it will move direct from the mines to Montreal, all rail.

By Mr. Armstrong:

Q. Would coal depreciate in value by being stored?—A. Yes, to some extent. The greatest objection might be in the exposure of the coal to the snow and wet, increasing the moisture content by the time it is ready for re-shipment to the consumer.

By Mr. Flemming:

Q. What is the comparison in moisture content between Nova Scotia bituminous coal and the American?—A. The inherent moisture content, generally speaking, is about the same.

By Mr. Armstrong:

Q. In answer to the question of the handling of coal in volume; if the Dominion government, we will say, were able to ask for delivery of one million tons of coal to Hamilton or Toronto, or Kingston, the cost of transportation of that coal would be materially reduced below the figures that you have placed on record, would it not?—A. It would be reduced, yes. I will not say materially, but it would be reduced.

Q. Is there not some way whereby orders could be given from cities like Toronto, Hamilton and Kingston for large amounts of eastern coal delivered at a certain price? Is that not feasible?—A. Possibly some of your Toronto and Ontario dealers will be able to give you more accurate information on that point; but I would say this, that from our knowledge of the Cape Breton coal as a general purpose product, there is no reason why it should not meet the requirements of Ontario consumers. Our largest pulp and paper mills in the Province of Quebec, are using the Canadian product. Our steamship lines, operating out of the Montreal Harbour, are using the Canadian product for their bunker supplies. Our railways are using the coal, and it is quite suitable.

By Mr. Bury:

Q. Mr. Aird, Mr. Flemming raised the question of storage. To get the cheapest rate from Cape Breton, and the Maritime Provinces, the winter or spring supply of coal would have to be shipped while the waters were open and before the ice came, and would therefore have to be stored in large quantities at Montreal and the other centres. As far as you know would the industrial plants that require this coal be in a position to store any considerable amount of their winter supply, or would it all be stored at their plants in central depots?—A. The majority of industrial plants carry a reasonable reserve stock at their plants. Beyond that, their requirements are supplied from week to week. Very few plants have accommodation for much of their winter requirements.

Q. Would they be able to store for two or three months?—A. Industrial plants on an average carry a reserve supply of two or three months coal. That is always placed there as a reserve against contingencies and emergencies.

Q. In other words, it is not drawn on at all?—A. Not generally, throughout the winter season. You will find that a lot of the plants will probably clean up their reserve stock, usually in the spring, after market and labour conditions for the ensuing year are known, and again accumulate a fresh reserve.

Q. Replacing their former reserve with fresh coal?—A. Yes.

Q. And what you say would be about the end of the winter?—A. Yes.

Q. If that is so, we cannot rely upon the industrial plants assisting in providing storage of the coal during the water movement?—A. Not to any great extent. You would have some exceptions.

Q. Leaving out the exceptions there would have to be enormous storage facilities during the water movement in the chief centres like Montreal and Toronto?—A. The storage facilities would require to be increased at least to the extent of the additional winter market expected.

Q. And not only that, but the storage facilities would have to be increased so as to get, if possible, the whole coal output during the water movement, so that we might not have to rely upon winter movements and the train haul.

By Mr. McLean:

Q. They have got storage facilities now in Montreal, have they not, for their own use?—A. Yes, take the railways. The Canadian National will take between 400,000 and half a million tons of coal during this season of navigation, of which perhaps 200,000 will be taken over to a fuel yard and stored there for winter supply.

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Q. Taken over by water?—A. No, switched over on their cars.

Q. It is unloaded from the steamers on to their cars?—A. Yes, and shunted to the storage piles.

By Mr. Bury:

Q. If we could get the coal movement from the Maritimes completed during open navigation, so as not to require to do any freighting after the close of navigation, by rail, would that require much increase in the storage accommodation at distributing points?—A. Yes, unless the proposition that would be available to the consumer of coal in Toronto or whatever other markets it went to were sufficiently attractive to warrant their receiving and storing their supply themselves. In Montreal some of our cement plants, using a large tonnage of coal, receive their coal and have storage for it. The same applies to some of our sugar refineries; they receive their coal in the season of navigation and store it. On the other hand, there are a great many, and I would say the majority of the industrial plants, that want their coal supply week by week, with the exception of the emergency reserve which they carry.

Q. So there would have to be a considerable increase any way in the storage area?—A. Yes, either one place or the other.

By Mr. Armstrong:

Q. You made the statement that the Canadian National store about 400,000 tons of coal in Montreal?—A. No, I said they receive 400,000 to 500,000 tons of coal at Montreal, of which about 200,000 tons is stocked. The quantity of storage could doubtless be ascertained from the General Fuel Agent of the Canadian National. I am only giving approximate figures.

Q. Could you tell us about how much of that is Canadian coal?—A. That is all Canadian coal that I am referring to.

Q. Nova Scotia coal?—A. Yes.

By Mr. Bury:

Q. Is that stored in the open or under sheds?—A. In the open about ten to twelve feet high.

Q. In banks?—A. In banks, and ventilated.

By Mr. Armstrong:

Q. Does the C.P.R. use Canadian coal largely?—A. In the east yes, but I understand that for some reason they prefer to bring their Montreal requirements from Pennsylvania, hauling it themselves from the American gateways.

By Mr. McLean:

Q. You speak of steamers using Montreal coal and bunkering with it? Do they take it west of Montreal?—A. I referred to the liners; the White Star and Cunard, etc.

Q. They are going east? Do the lake boats take any Canadian coal out of Montreal?—A. Yes, a limited quantity.

Q. But the bulk of their coal used on the lakes, would be American coal?—A. Yes.

Q. One question asked a while ago, Mr. Chairman, I would like to be clear on: The extra cost of handling coal in and out of storage as compared with in and out of steamer; the difference in costs. For instance, you quoted 50 cents as the probable cost of loading out of steamer on to cars, during the navigation season. Against that Mr. Flemming was asking about unloading from steamers into storage and out of storage on to cars.—A. They are two distinct operations. The movement to storage piles, unloading, and later reloading, is an additional operation.

Q. I mean the cost of handling the coal back on to the car again?—A. I expressed the opinion that to place coal in storage, where you have to move it by railway cars, and re-load it from there, would probably run from 40 to 50 cents.

Q. Why load from the steamer into the cars? Could you not unload direct into storage?—A. No, not in the quantities you speak of now.

Q. You have not a sufficient storage area in Montreal?—A. The present storage area in Montreal is utilized to its maximum capacity now, and further provision would probably require to be made.

Q. You have not got sufficient storage area there for an anticipated greater movement of coal?—A. No, not at present.

Q. I mean using the present established wharves?—A. The cost of space on the water front would probably be found too expensive for the purpose of storing large reserves of coal. You have to get your coal to cheaper ground.

Q. Surely, but is there no cheaper ground along the river front there, or on the island where a steamer could pull up and unload into storage and leave it there?—A. We do that to-day for current shipments requiring temporary storage.

Q. You mean to make a special wharf at the storage?—A. Yes, we do that to-day. We will take coal out of a carrier and put it in the cars or carry it back into storage, but the storage accommodation is limited.

Q. But anticipating an increased movement of eastern coal?—A. It could be done quite readily if additional wharves were built by the harbour authorities with the required storage space.

Q. What would be the approximate cost of putting coal into that storage and loading it into the cars again, as compared with taking it from large steamers to smaller; taking the cost of handling into cheap storage and out of that storage into cars, later in the season? Perhaps you have not figures on that?—A. I would be glad to make a calculation, but first of all you require space, which at the moment is not available.

Q. But is there not sufficient space on the island?—A. Yes, there is ample space available for development.

Q. Assuming that you have up-to-date wharfage and storage such as at Fort William, and at points where American coal enters into competition with Canadian coal?

By Mr. Bury:

Q. You mean to say, that Mr. Aird should put out of his account altogether the provision for the cost of a new wharf and new storage facilities: assuming them to be in existence and that we should go into the cost of that later on. Supposing that instead of coming up to your railway wharf for the purpose of unloading into either lighters or cars, your boat came up to a new wharf or new storage, then what would be the cost of unloading that boat into storage direct, and then later on what would be the cost of loading from the storage on to cars or lighters?

Mr. McLEAN: Yes, the reason for my question and I take it Mr. Flemming's also, is to find out what additional cost there would be in loading out of storage on to cars later on, perhaps in the winter time.—A. If additional wharf accommodation, including storage capacity, is made available, enabling modern plants to discharge direct into storage, and reclaim the coal, the rate of approximately 50 cents already named would probably cover the cost, providing the rental of the property is not excessive.

Q. The cost of rental would be additional; the cost of unloading and handling and loading later on, would be the same, it would stand?—A. Yes.

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By Mr. Howden:

Q. If you did not have sufficient storage room you would have to move it backwards?—A. Take the case of the Canadian National railways: They bring coal into Montreal which they have to receive during the season of navigation. There is not sufficient storage capacity for the coal companies to store the tonnage and re-deliver it as they want it. They have to put it on railway cars, switch it to a dump, unload it, and then reload it when required.

By Mr. Flemming:

Q. They would require storage at a point where the ground is not too expensive?—A. Yes.

Mr. BURY: Mr. McLean's question is confined entirely to the additional handling charges, and not the cost of land.

By Mr. McLean:

Q. Mr. Hotchkiss says there is perhaps a misunderstanding on my part. My question was as to the cost of taking it out of the steamer, moving it into storage, and perhaps three months later on, taking it from storage and loading into cars; the cost of the two operations, as compared with the cost of taking it out of the steamer to-day and putting it in a car or in a river boat in a day or two.—A. The rate of 50 cents would cover this operation providing the coal was within reach of the plant, and the available storage capacity permitted of stocking for extended periods.

By Mr. Bury:

Q. And it would not make any difference if the last part of the operation was three months afterwards?—A. No.

Mr. MCLEAN: I think that is clear.

The CHAIRMAN: It is now one o'clock. We thank you very much Mr. Aird, and you are excused.

Witness retired.

The Committee adjourned until Friday, May 28, 1926.

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38-A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 2

MINUTES OF PROCEEDINGS AND EVIDENCE

FRIDAY, MAY 28, 1926

WITNESS HEARD FOR EVIDENCE: ..

Mr. C. P. Hotchkiss, Secretary, Dominion Fuel Board.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 15)

PUBLIC ARCHIVES
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CANADA

38-A

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38-B.

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
FRIDAY, May 28, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11.00 a.m., the Chairman, Mr. Lapierre, presiding.

Members present: Messieurs Armstrong (Lambton), Bury, Cantley, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, McLean (Melfort), and Neill.

In attendance: Mr. Hotchkiss of the Dominion Fuel Board.

The Minutes of the last meeting were read and approved.

Four communications were read. These were replies received since the last meeting when the Committee had agreed upon certain evidence to be given before them. The communications read were from The British Empire Steel Corporation Limited, the Fuel Controller for Ontario, the Mayor of the City of Toronto, and Mr. Wm. Buchanan of London.

Mr. Cantley moved, seconded by Mr. Armstrong,—That the fuel agents of the Canadian Pacific Railway Company and the Canadian National Railways be asked to appear before the Committee and bring with them detailed information as to tonnage of coal used on their roads, and to give some explanation as to why they use one coal or use another, having reference to Canadian, British, and Canadian coals. Motion agreed to.

Mr. Garland moved that Mr. Ellis, Fuel Controller for Ontario, be heard next Friday,—Motion agreed to.

Mr. Armstrong moved that Mr. Buchanan of London be asked to appear before the Committee next Friday,—Motion agreed to.

The Clerk was instructed to communicate with Mr. Francis W. Gray of the British Empire Steel Corporation Limited and also with Mr. J. A. Creighton, Coal Merchant, of Owen Sound. Also that he endeavour to obtain copies of the Report of the Alberta Coal Commission, 1925, and copies of the Report of the Provincial Royal Commission respecting the Coal industry of Nova Scotia.

The Committee then proceeded to hear the evidence of Mr. C. P. Hotchkiss, Secretary of the Dominion Fuel Board, who was called and sworn.

Mr. Hotchkiss was examined relative to the activities of the Fuel Board, also upon the situation, generally, in respect to supply of coal for industrial purposes.

Mr. Hotchkiss will appear at some future meeting regarding the anthracite coal situation.

The Committee then adjourned until next Tuesday at 11.00.

V. CLOUTIER,
Clerk of the Committee.

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MINUTES OF EVIDENCE

COMMITTEE ROOM NO. 436,
HOUSE OF COMMONS,
FRIDAY, May 28th, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

Moved by Mr. Cantley that the fuel agents of the Canadian Pacific Railway Company and the Canadian National Railway be asked to appear before the Committee and bring with them detailed information as to the tonnage of coal used on the road, and to give some explanation as to why they use one coal or use another coal.

Motion agreed to.

C. P. HOTCHKISS called and sworn.

By the Chairman:

Q. Mr. Hotchkiss, you are the secretary of the Dominion Fuel Commission?—A. Yes, sir.

Q. You have been in that position how long?—A. Three years.

Q. Have you made a study of coal freight rates, during the past year?—A. Yes, sir, I have.

Mr. GARLAND (Bow River): Mr. Chairman, may I suggest this, that the Committee, in order that they may get all the information possible, request that witnesses, especially experts like Mr. Hotchkiss, should make a statement of sufficient length to cover the general features of the testimony they wish to give to the Committee.

The CHAIRMAN: That has been decided upon already, Mr. Garland.

Mr. GARLAND (Bow River): And that only the most necessary questions be asked.

Mr. HOWDEN: I would suggest, Mr. Chairman, that the witnesses be not interrupted too frequently.

By the Chairman:

Q. You have a statement to make, Mr. Hochkiss?—A. Yes, sir. I may say, Mr. Chairman, that when the Chairman of the Fuel Board was heard, he gave you a general outline of the work of the Board; he indicated that we had collected a great deal of information on various phases that related to our fuel problem. He indicated that the Board considered at the outset the most important problem that faced them was a supply of domestic fuel in central Canada.

We first investigated the various sources of supply and we have since that time been endeavouring to introduce competitive domestic fuels into the markets of central Canada. We considered the most serious aspect of the problem was that we had become wholly dependent upon a single source of supply, and that a foreign one, closely controlled by a group of powerful interests; also that the quality of the coal we were getting was deteriorating, and the price increasing from year to year.

At that time we imported annually betweeen four and a half and five million tons of American anthracite into Canada, and I believe that our Board

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has had something to do with improving our position in that respect. To-day, we import something over one million tons less than we did three years ago of that fuel, and coke, low volatile coal, and British anthracites are now strong competitives in this market, which improves the general fuel condition of affairs, as was evident during the last strike.

More recently we have turned our attention to industrial coal, and we have collected considerable information regarding the market, the laid-down prices of different competitive fuels, the cost of transporting our own coals from the east and from the west, and the possibilities of extending the markets for those coals. We have made a study particularly of the market in the area between Quebec and Toronto and Hamilton, which might be considered the highly competitive area, and where it is hoped that eastern coal may get into. We consider that it is impossible for western industrial coal to get into the Ontario market, and I think you might as well rule that out of your considerations. I say that in regard to western Canadian industrial coal; we consider it impossible to get western industrial coal into Ontario and Quebec.

By Mr. Bury:

Q. Is that the general concensus of opinion, Mr. Hotchkiss?—A. Yes, sir.

By Mr. Armstrong:

Q. You mean it cannot compete with American coal?—A. American, eastern and British coal.

By the Chairman:

Q. Is that the conclusion you have arrived at, after your survey of the whole situation?—A. Yes, sir.

By Mr. Armstrong:

Q. By eastern, you mean, Nova Scotia coal?—A. Yes, sir, Nova Scotia and New Brunswick coal.

By Mr. Garland:

Q. Do you mean that for Toronto?—A. Toronto, North Bay and Fort William. I think something might be done to put western coal into the Winnipeg market, and it might be possible to extend that market into the adjacent western states. At least that is the hope of the western industrial producers.

By Mr. Armstrong:

Q. What is the duty on coal going into the United States, such as that?—A. Fifty cents per ton.

By Mr. Flemming:

Q. When you say that in regard to western industrial coal, are you making a reservation in regard to domestic coal?—A. That is an entirely different matter.

By the Chairman:

Q. This is industrial coal, that you are speaking of?—A. Yes. There is a considerable quantity imported; industrial coal goes into Winnipeg at the present time, and if western industrial producers can barely compete in Winnipeg, it is hopeless for them to think of getting into Ontario.

By Mr. Armstrong:

Q. What are your reasons for making that statement?—A. That coal can be laid down at any of the points I have mentioned, for less than the lowest freight rate that has been thought of to get western coal down to Ontario.

Q. What coal, and from what districts?—A. From the industrial coal mining districts in the west.

Q. But what coal competes with the industrial coal from the west?—A. United States bituminous.

Q. From what mines?—A. Pennsylvania and West Virginia.

Q. In Winnipeg?—A. Yes, sir.

By Mr. McLean (Melfort):

Q. That coal was sold all over the province until recently?—A. I do not say that western coal cannot compete industrially in Winnipeg; I was telling you of the competition that has to be met at the present time. American coal does compete at the present time there.

By Mr. Armstrong:

Q. Are you intimating that it can take away the market at Winnipeg?—A. Not at all.

By Mr. Bury:

Q. If the competition is at all keen in Winnipeg, the farther east you go, the more hopeless it is to compete?—A. Yes, exactly.

Mr. Armstrong: That was the same story as was told before, that Alberta might ship her coal east to Winnipeg for instance. She now has control of over 80 per cent of the domestic coal.

Mr. Flemming: The witness is referring to industrial coal, not to what is known as domestic coal shipped from Alberta into Ontario and over the province of Manitoba and elsewhere.

Mr. Armstrong: I am aware of that, Mr. Flemming, but the same stories were told with regard to domestic coals, previous to the last few years, and, the provincial government of the province of Alberta, as I understand it, have been able to assist in putting the coal into Winnipeg, and taking the market away from the Americans.

Witness: Well, sir, you have to face the facts as they are, and I think that you will admit that some difficulty is being experienced in introducing the Alberta coal into the Ontario market, to compete with a fuel which costs from $15 to $17 per ton. If you are thinking of trying to get another class of coal in to compete with coal which can be bought for from $5 to $7 a ton, you will see your additional difficulty.

By Mr. Armstrong:

Q. But these differences are not likely to remain there very long, are they?—A. I do not quite understand your question, Mr. Armstrong.

Mr. McLean (Melfort): You are meeting Nova Scotia water-borne coal, as soon as you get into the eastern market.

By Mr. Armstrong:

Q. The prices of Pennsylvania coal have been increasing from year to year, have they not?—A. Are you speaking of bituminous coal?

Q. I am speaking of anthracite?—A. Yes.

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Q. You were talking of industrial coal?—A. I was speaking entirely of industrial coal. I was speaking of the phase of our work which has to do with industrial coal, and it should not be confused at all with domestic coal.

Colonel CANTLEY: May I ask a question, Mr. Chairman?

The CHAIRMAN: Certainly, Col. Cantley.

By Col. Cantley:

Q. I understand that as far as steam coal is concerned, in Winnipeg you have strong competition with American coals?—A. Yes, sir.

Q. What do you think is necessary to do by way of legislation, or in the way of freight rates to command the entire Winnipeg market for steam coal?—A. I do not think I should be asked to suggest legislation.

Q. I am not asking you to suggest legislation, I am asking you what would be necessary by way of tariff and by way of freight rates to enable you to command that market entirely, to the exclusion of American coal? (No answer).

By Mr. Bury:

Q. Perhaps, Mr. Hotchkiss, you can tell us this? What additional margin of benefit, however it might be obtained, whether by legislative enactment or by any other means whatsoever, lesser freight rates, or whatever it may be—what additional margin of benefit would be sufficient in order to capture the market for the industrial and steam coal in Winnipeg, for Alberta steam coal; we have not got to forget this, that as soon as you have applied that extra margin of benefit, the Americans will drop just that much in order to come in, and you will have to be prepared to face that situation?—A. That is right.

Mr. MCLEAN (Melfort): I would suggest that we ask Mr. Hotchkiss to go on with his story.

WITNESS: I could answer Col. Cantley, or get the information easily to answer him in perhaps a satisfactory way. I can tell you the approximate laid-down cost of American coal, laid down in Winnipeg, and I can give you the freight rates from the Alberta mines into Winnipeg, and you can see what that coal has to be sold for in order to compete in Winnipeg.

By Mr. Howden:

Q. Would they not have to bring that steam coal from the mountains?—A. No sir. From Alberta.

Q. I had an idea that the only steam coal we could get in western Canada would come from the Crowsnest? (No answer).

By Mr. Armstrong:

Q. It is the freight rates, in your opinion, and the cost of production, that allow the Americans to have that market at present?—A. Yes, sir.

By the Chairman:

Q. Now, Mr. Hotchkiss, will you give us that information. Have you that information?—A. Yes, sir. American steam coal can be laid down in Winnipeg for from $8 to $8.50 per ton.

By Col. Cantley:

Q. Is that a ton of 2,000 pounds, or 2,240?—A. 2,000 pounds. It is easy to arrive at how that is made up. The freight from West Virginia into the boats at Toledo is $1.99 per net ton; the freight up the Lakes is approximately 40 cents; about 50 cents for unloading charges, and $3.40 freight from Duluth or Fort William to Winnipeg; and 50 cents duty. There are the carrying charges from West Virginia into Winnipeg.

By Mr. Bury:

Q. What do they come to?—A. $6.79.

Q. That leaves how much for the coal at the pit mouth?—A. That leaves, from the figure I quoted, from $1.21 to $1.71.

Q. They must be selling coal at the pit mouth?—A. They are.

By Mr. McLean (Melfort):

Q. Is that for run of mine coal?—A. Yes.

By Mr. Bury:

Q. That of course is delivered to the dealer?—A. Yes.

Q. The distributing costs would have to be added?—A. That would be on the car right at the consignee's siding, the industrial user's siding. Now, we have the freight rate from the Crow's Nest, I believe of $5.20 which leaves $2.80 at the mine to meet the $8 price in Winnipeg.

Q. That is $8 you say?—A. Yes.

By Col. Cantley:

Q. Did you say $2.08?—A. No sir, $2.80. Now, there is a little Canadian industrial coal getting into Winnipeg even now; that is, they are just barely able to meet competition, and there are claims that American coal is dumped in Winnipeg.

Mr. ARMSTRONG: How much American coal is delivered in Winnipeg, say in a year?

Mr. BURY: Do you mean industrial coal?

Mr. ARMSTRONG: Yes, I mean industrial coal.

WITNESS: Unfortunately, our statistics do not separate coal used at the head of the Lakes, and coal used in Manitoba, and we have been unable to get the Bureau of Statistics to give us that information.

Mr. MCLEAN (Melfort): It will be close enough, because at the head of the Lakes the amount would be small.

By Mr. Armstrong:

Q. Give both Winnipeg and the head of the Lakes?—A. In 1925 there was nearly one million tons imported to the head of the Lakes and Manitoba. In 1924, there was over two million tons.

By Mr. Bury:

Q. Industrial coal?—A. That does not mean that that market has been taken to that extent, but it means variations in two years. You can see how that occurred; the railways were pretty well stocked up with coal, and they did not have to buy as much as in the previous year.

Q. That is railway coal?—A. That is railway coal.

By Mr. Armstrong:

Q. Do they use that coal, that American coal, west of Winnipeg?—A. I believe they have used it as far west as Biggar.

By Mr. Bury:

Q. Have you any idea how much industrial and steam coal comes from the head of the Lakes to Winnipeg. You have been dealing with the head of the Lakes and Manitoba?—A. The head of the Lakes and Manitoba.

Q. Take the same places, the head of the Lakes and Manitoba, and give us statistics as to how much of our Canadian industrial coal comes down there?—A. They group all that, both domestic and industrial.

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Q. But that is a mistake?—A. Yes. I know that there is only about—I do not believe there is more than 50,000 tons of Canadian industrial coal.

By the Chairman:

Q. That reaches the head of the Lakes?—A. No, Winnipeg.

By Mr. Bury:

Q. But that comes to the head of the Lakes, and Manitoba; that comes into competition with the one and a half or two million tons you have just referred to?—A. I will qualify that by saying that there is a quantity of Saskatchewan lignite used in Manitoba.

Q. Is that used for industrial purposes?—A. Yes. I am taking bituminous coals that would compete normally with this coal. I only know of two contracts that have been let to Canadian bituminous producers, in that market.

Q. Where are they? In the Crow's Nest?—A. Yes.

Mr. BURY: That bears out, Mr. Chairman, the statement made in the paper written by Mr. James Church, a mining engineer of Edmonton, an English mining engineer, who read a paper on this very Alberta coal question before the Alberta Branch of the Canadian Institute of Mining and Metallurgy, this month, in which he said that the steam coal market could not concern us (i.e. Alberta), because we have no steam coal to compete with other Canadian maritime or American bituminous coal.

Now, I do not know whether Mr. Garland, who knows the coal situation in Alberta better than I do, is of the same opinion, generally speaking?

Mr. GARLAND (Bow River): I am.

The CHAIRMAN: You came to the conclusion that the results of our inquiry in 1924 showed the same thing?

Mr. BURY: Yes. It would save us from barking up trees that had not coal in them.

The CHAIRMAN: That was the point of the discussion in 1923.

Mr. HOWDEN: In the report of the Senate Committee it is shown that the president of the Canada Cement Company gave evidence that they burned nothing but American coal in all their plants, with but one single exception, in Canada, they actually moved American coal away out to Alberta and burned it there for steam.

Mr. GARLAND: There is very little industrial coal from outside of Alberta, introduced into Alberta. For instance, we have looked for markets across the border. We looked with some fear upon our development which might result from a change in the tariff.

The CHAIRMAN: That was in order to have access to the American market.

Mr. MCLEAN (Melfort): I do not like to be nasty in this matter, Mr. Chairman, but we suggested at the start that the speaker should be given an opportunity to develop what he has to say.

Mr. HOWDEN: It puts out the idea of American steam coal competition in the markets of western Canada for some time.

The CHAIRMAN: That is all right. Proceed Mr. Hotchkiss.

Mr. GARLAND: I want to say this, in qualification of my remarks, that I think by having extended markets for industrial coal in Alberta, we would be able to lessen cost of production, so that with favourable freight rates, we would be able to compete in the Winnipeg markets. Further than that, I do not think we shall be able to go. But we would like to get into the Winnipeg market.

The CHAIRMAN: We do not say that with lower freight rates, and lower cost of production you would be enabled, or might be enabled to compete more favourably with American coal in Winnipeg.

Mr. BURY: That would follow from a bigger mass production, lower freight rates and a larger outlet. I would like to support what Mr. Garland says. I think that as far as our Alberta industrial coal is concerned, we cannot hope to come farther east until we have captured the American market.

By Mr. Armstrong:

Q. Just one question and it is this: Your information is that it will not be possible for western coal to compete with the American product in the eastern market without lower mining costs and lower freight rates as far as the Head of the Lakes?

Mr. MCLEAN (Melfort): Industrial coal.

Mr. ARMSTRONG: I am talking about industrial coal. I would hate to think that forty cent rate from Winnipeg, which is the rate east to Port Arthur and Fort William, be paid and that it was impossible for Canadian miners and railroads in the west to carry coal as far as Port Arthur and Fort William.

Mr. BURY: You mean industrial coal.

Mr. ARMSTRONG: Industrial coal.

The WITNESS: I would entirely support what has been said by Mr. Garland and Mr. Bury regarding the Winnipeg market; in fact I think that that should be a market for Canadian coal, as we have a differential in carrying charges in our favour at the present time of nearly $1.50, counting in the duty; a dollar alone in freight. I think it will be difficult, practically impossibe under present conditions for Canadian industrial coal from the west to reach Fort Wiliam as there is a freight rate from Winnipeg to Fort William alone of $3.40.

Mr. ARMSTRONG: What is the difference in the distance?

Mr. MCLEAN (Melfort): 472, is not it?

Mr. ARMSTRONG: Between the mines west of Winnipeg and the mines in the east from which coal is taken.

The WITNESS: I could not tell you offhand, sir, but the fact that part of it is water transportation makes a great deal of difference.

The CHAIRMAN: The coal is landed at the Head of the Lakes by boat.

Mr. BURY: Is not this the position, Mr. Chairman? If Alberta steam coal can get the Winnipeg market and the Manitoba market around Winnipeg, it will then have attained such a mass production and probably lower cost of output, when it has got the whole of that market, as to be in a better position to say then whether it cannot creep a little further east. Surely, until it has got that market and is producing in greater mass production than it is at present, we cannot hope to creep further east. When we do get that market we will be in far better position to creep further east.

Mr. GARLAND: I think we can pass on to another page of this report, we are all in agreement on it.

The CHAIRMAN: Go right on.

The WITNESS: I think that when it comes to a consideration of our eastern problem and the possibility of their extending their market westward there is room for a good deal of study. We have compiled tonnages of over a million tons, I might say spotted them, which are consumed in this competing area, and it seems to me that it might well be the work of this committee—if you will pardon me for suggesting—to look into the laid-down costs of the two competing fuels in this area, and you can thus arrive at what is necessary to be done to place native coal in that area.

The CHAIRMAN: That is what would be practicable.

The WITNESS: Now, that concludes my general statement, I am in the hands of the Committee.

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By Mr. Bury:

Q. Can you give us those areas?

By the Chairman:

Q. What are the places that you have spotted that require to be investigated?—A. The area along between Montreal and Toronto.

By Mr. Armstrong:

Q. Have you not investigated that area to some considerable extent?—A. Yes, sir.

Q. What are your results?—A. Our Board at the present time has just undertaken what we are terming a Fuel Power Survey. That is a big undertaking and the object is to spot all the imported coal that comes to Canada and arrive at the figure of laid down cost of that coal, and then it is possible to calculate the laid down cost of eastern coal. In Toronto American industrial coal can be laid down for under $5 a ton.

By Mr. Bury:

Q. F.o.b. Toronto?—A. Yes. It is a little difficult to give you any definite figures as to the difference in price, although I think you should get that, and you can by calling Eastern operators who can give you the figures that are necessary to calculate the price of the Canadian product.

By the Chairman:

Q. That is the eastern mine operators?—A. Yes, sir. American coal can be purchased at the mines to-day for between $1.25 to $1.75 for slack, and run-of-mine from between $1.50 to $2.50, depending on the quality and what it is used for. You have right here the freight rates from your different fields; you add those freight rates to these costs at the mine, and add your duty, and you have the laid down cost at any point you want. Of course, I must point out that there are different conditions that arise possibly in every contract; that is, a particular quality of coal is wanted; there may be extra switching charges to certain plants; water transportation may be available part way; unloading facilities may be good in one place and more expensive to unload, we will say, at another place. So each individual contract is a particular problem. If you want an average price you can get it by adding to these mine prices your freight rate and duty; you then know what your Canadian product has to do to get in there under present conditions.

Q. Has there been an increasing demand for Canadian coal, to your knowledge, within the last few years, Mr. Hotchkiss, in that area, in that eastern area?—A. I would say that the consumers are more anxious to-day than they were two or three years ago to favour Canadian coal.

By Mr. Bury:

Q. Is that for patriotic reasons or because they think it is better?—A. I would say it is patriotic reasons.

By Mr. Howden:

Q. Have you been talking about coal generally, or have these remarks been referable to industrial coal?—A. Industrial coal.

Mr. BURY: I think it would be wise for us all to use the term "industrial", for this reason: You pick up the evidence at a certain page and you cannot go away back to the beginning to find an introductory statement, and you are perhaps inclined to be misled by picking up a reference in the middle.

By the Chairman:

Q. Is there very much American industrial coal coming into the Montreal market?—A. The C.P.R. use a considerable amount of American coal.

Q. That is brought in by boat, is it?—A. No, I would say it is brought to the border points by rail and hauled in over their own line.

Q. Coal brought in by the C.P.R. for their own use in Montreal?—A. Yes, sir.

Q. Is there any American coal brought in for bunker use?—A. Yes sir.

Q. Have you any figures to indicate about what the quantity would be in competition with eastern coal?—A. I think I might have some on my files, sir.

By Mr. Howden:

Q. Is there any preference displayed for American coal outside of the cost?—A. It depends on the use.

Mr. CANTLEY: Repeat your question, please.

By Mr. Howden:

Q. Is there any preference displayed for American coal?—A. For gas making, there is.

Q. But, for ordinary steam work, the Maritime coal is— —A. I believe, it can compete where it can meet it in price.

By Mr. Bury:

Q. How far west, to Toronto?—A. No sir, to Montreal. There is a considerable tonnage coming into Ottawa at the present time. I believe a number of years ago there was considerable Maritime coal shipped in here, they then lost the market; they are now regaining that market. I believe they are having some difficulty in competing with American coal at Ottawa.

By Mr. McLean (Melfort):

Q. Can you tell us about how much industrial coal is used in a city like Ottawa?—A. Why, I could get those figures, sir.

Q. Approximately?—A. I have listed here about 180,000 tons and I know of another consumer that uses 70,000 tons.

Q. A quarter of a million?—A. Yes.

Q. Toronto would use about a million tons of steam coal?—A. Oh, much more than that, sir.

Q. Much more than a million tons?—A. They use nearly a million tons of domestic coal.

Mr. MCLEAN (Melfort): They would use more than a million tons of industrial coal.

By the Chairman:

Q. Will you tell the Committee, Mr. Hotchkiss, what chances there are of Canadian coal competing with American coal in between Montreal and as far west as, say, London.

Mr. CANTLEY: Pardon me, one moment, before you leave the question of railroad coal at Montreal; can the witness tell us if the Canadian Pacific are using to-day, or during the last year or two, any Canadian coal at Montreal?

The WITNESS: I do not know of any that they are using at Montreal to-day.

By Mr. Cantley:

Q. My understanding is they are not using any at all.—A. That is what I understand, sir.

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Mr. ARMSTRONG: You might answer the Chairman's questions as to the amount of coal imported by the C.P.R. for use in their works at Montreal, was it not?

The CHAIRMAN: At Montreal.

Mr. ARMSTRONG: By handing in the figures to the stenographer, ~~not now, I mean just hand them to the stenographer.~~

The WITNESS: I thought I had it right here. They use in Quebec between half a million and three-quarters of a million tons of coal.

Mr. BURY: You mean in the city?

Mr. ARMSTRONG: The city of Quebec.

The WITNESS: No, in the Province of Quebec.

Mr. CANTLEY: It is practically in Quebec and Montreal.

By Mr. Armstrong:

Q. And that is all American coal, practically all American coal?—A. I understand so.

By the Chairman:

Q. Has there been any attempt to extend the area of where Cape Breton coal is now used within the last year or two, has there been any coal shipped from Montreal west?—A. Yes, sir, there is, I would say, nearly 100,000 tons coming into Ottawa.

Q. That would be coming in all rail?—A. Coming in by rail, or all rail from Montreal, yes sir.

By Mr. Howden:

Q. Do you suppose these conditions would be bettered in any degree by concentrating on any particularly favoured spot in the Maritime provinces for the production of this coal over the coal fields generally, any particular area in which the loading facilities would be better and the coal would be better and things generally would be inclined to extend the Martime market?—A. I believe their loading facilities are up-to-date at the present time at Sydney, their equipment is all quite modern.

By Mr. Armstrong:

Q. What about Cape Breton?—A. You are speaking of what equipment now, mining equipment?

Q. I am talking about the area?

Mr. HOWDEN: That is not quite answering the question. Perhaps I should not have asked you that question.

By Mr. Bury:

Q. Without referring to any specific areas—I do not know whether you would object to answering—without referring to any specific area, would you be prepared to state what particular areas or mining districts offer the best facilities for landing cheap coal, good and the cheapest steam coal in, say, Montreal?—A. Well, I could not say, I could not answer that with regard to new and undeveloped districts—

By Mr. Howden:

Q. What I am after, Mr. Hotchkiss, is to find the most suitable coal that will have the best chance of competing with American coal?

By Mr. Cantley:

Q. I will put it in another way. Is not it a fact that practically all the coal that comes up into Montreal and Quebec is from Sydney?—A. Yes, sir.

Q. Simply because there is water transportation?—A. Yes.

Mr. CANTLEY: Now, coal might come up here from the Pictou district or might come up from the Springhill district, but that would have to come largely by rail, entirely by rail from the Springhill district. The Canadian National Railway are getting 100,000 tons of Pictou coal this year specially prepared for use in mechanical stokers on the big locomotives. That is coming up by water to Montreal, but that is mainland coal. That is coming up into the Montreal district, or has come up for years, except a comparatively small quantity by rail in the winter months after navigation closes, but ninety per cent, ninety-nine per cent of all coal that has come up from Nova Scotia has come up from Sydney.

Mr. ARMSTRONG: Mr. Camsell gave us to understand the other day there was a district in the—

Mr. FLEMMING: The north side of Cape Breton.

Mr. ARMSTRONG: Within sixty miles of a splendid port, Inverness, and that large quantities were available and could be cheaply mined, and the transportation cost very low.

By Mr. Armstrong:

Q. Do you know anything about that district and the transportation costs, what it would cost to bring it out?

Mr. CANTLEY: There is only one company on the north side of Cape Breton, and that is Inverness, and it is in liquidation, and has failed half a dozen times. There is a small portion mined there now but that coal does not come up here, it is used for domestic purposes in Nova Scotia. It is not a factor in the matter at all.

Mr. BURY: That is given in pages 75 and 76 of the Commons Report; Mr. Chisholm gives a very clear account of that railroad and the mines it originally was supposed to operate, and how the whole thing went smash.

Mr. ARMSTRONG: Mr. Camsell ~~ought~~ to know. He gave us to understand there was good quantity of coal in this district.

Mr. CANTLEY: I do not know what he ought to know, but I know the facts.

The CHAIRMAN: That disposes of that subject. If ninety-five per cent of the coal coming from the Maritime Provinces comes from Sydney, there is no necessity of considering any other area.

Mr. HOWDEN: It pretty well disposes of the fact that Maritime coal cannot compete beyond Montreal or Ottawa, at the most, at the present time.

By Mr. Gershaw:

Q. You have studied conditions for a long time; can you suggest any way in which that market can be extended farther west for Maritime coal?—A. By subvention or an increase in duty would certainly extend the market westward.

Q. There is no economy in the way of handling, or anything of that kind you could suggest, care in handling or treatment or anything of that kind?—A. I think that coal is at present handled with up-to-date, modern equipment, but the estimated cost that you might get on water rate through the canals might be shaved down a little bit by competition.

By Mr. Bury:

Q. And mass production?—A. That still does not definitely say, though, that you can compete with the American coal in, we will say, Toronto.

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Q. Who could give us evidence as to the effect upon the transportation costs of a mass movement that would capture the industrial coal market in Montreal and down to Toronto, say a mass movement of—I will just take a million or a million and a half tons every year—Who could give us the effect that that mass movement might have or would have on the transportation costs in the way of lessening them?—A. I would say Mr. Playfair of the Canada Steamship Company.

By Mr. Armstrong:

Q. Is it not a fact that the transportation cost is very low between Sydney and Montreal?—A. Yes sir.

Q. About what is it?—A. Around 75 cents.

Q. Seventy-five cents a ton. Then, the greater part of the cost of the coal is taken up in the mines and in delivering of that coal to Sydney Harbour? —A. Yes sir.

Q. Have you any idea as to the actual cost of the coal at the mine head?—A. You could get that from the producers, sir.

Mr. HOWDEN: The last witness we had before us preferred not to give us anything with regard to the rate as far as Montreal.

Mr. ARMSTRONG: He has given a statement of 75 cents.

By Mr. Cantley:

Q. Your answer of 75 cents is the cost of freighting coal from Sydney to Montreal; does that include the charges that have to be paid to the Montreal Harbour Commission?—A. No, sir.

Q. That has to be added?—A. Yes, sir, and the unloading charges.

Mr. BURY: I was going to ask that.

By Mr. Bury:

Q. Are there no other ports to which that coal could be brought by water from Sydney?—A. Quebec, Three Rivers; it is brought there.

Q. Could it get down to Toronto by water?—A. In small boats of 2,000 tons carrying capacity.

Q. And you do not know the transportation cost of that?—A. Well, yes, I have had some correspondence about that.

By Mr. Armstrong:

Q. Mr. Aird gave us to understand that the boats that now carry grain from Port Colborne to Montreal are adapted for the carrying of coal back to Toronto and Hamilton; do you agree with that?—A. Yes, sir.

By the Chairman:

Q. As cheaply as it could be transported in barges?—A. Well, you could not take barges, of course, through to Toronto.

By Mr. Armstrong:

Q. Could the boats that now carry grain from Port Colborne to Montreal, after delivering the grain at Montreal, now go to Sydney and load up with coal and come back all the way without trans-shipment to Toronto and Hamilton?—A. Yes, sir.

Mr. MCLEAN (Melfort): It would not be economical to do that.

The CHAIRMAN: Economically it is impossible.

By Mr. Armstrong:

Q. It would be cheaper to trans-ship the coal at Montreal at about 40 cents a ton than to go down and bring back a load at 75 cents a ton?—A. You have heard the previous witness say he thought a fair rate for trans-shipment charges in Montreal would be around $1.00 or $1.20, if I remember correctly, but that might be reduced, in my opinion. You have harbour charges in Toronto which would depend on the volume of business you were able to develop, but they would amount to between 12 and 19 cents.

By Mr. McLean (Melfort):

Q. Harbour charges in Toronto?—A. Yes sir.

Q. As against 7 cents in Montreal?—A. Yes.

By Mr. Armstrong:

Q. Anything in Hamilton?—A. Well, I believe that there are no facilities at the present time in Hamilton for handling coal.

Q. By water?—A. Coal that comes from west Virginia into Hamilton goes into Toledo, we will say, and is freighted across to Erieau, or one of those other ports on the other side of the Lake, and is then taken by rail into Hamilton.

By Mr. Garland:

Q. Is there no water transportation into Hamilton?—A. I do not believe there is any coal coming in that way; their docking facilities are not suitable.

Q. There was at one time?—A. I believe they are talking now about putting in coal docks, but that is the way the bulk of the coal moves to Hamilton at the present time. On top of your harbour charges, you must then add switching charges, and these switching charges to industrial plants run from 60 to 90 cents a ton.

Mr. BURY: That is outrageous.

The WITNESS: There is what you are up against when you try to put in Nova Scotia coal.

By Mr. Armstrong:

Q. Those switching charges apply to American coal in the same manner?—A. American coal comes straight through, of course, as Mr. Aird told you. In Montreal it might be shipped direct through to 15 or 20 or more different parts of the city.

By Mr. Flemming:

Q. For distribution?—A. Yes, sir.

By Mr. Armstrong:

Q. And switching charges added?—A. There might be in some cases, but in a great many cases there would not be.

By Mr. Howden:

Q. I have not got that very clear yet, Mr. Hotchkiss. You say there are no switching charges on the coal that goes right through by rail; is that the idea?—A. Yes, sir.

Q. But there are switching charges on the coal that is transferred from the boats to the wharf?—A. From the harbour out to points in the city.

Q. It goes on to the wharf, then, to be put in cars and then switched around the city?—A. Yes, sir.

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Q. And there would be loading charges as well as switching charges?—A. Oh, there is, because you have to take it out of the boat or stock piles.

Mr. McLean (Melfort): The loading and unloading charges are together.

Mr. Howden: The coal is unloaded from the boats to the wharf, then if it is going to be switched around the city, it has to be loaded on the cars.

Mr. McLean (Melfort): The one charge covers the two services, according to Mr. Aird.

By the Chairman:

Q. Those would be two different charges?—A. Yes, sir.

By Mr. Howden:

Q. Those two charges would run the cost up pretty high by the time you paid the unloading charge from the boat to the wharf and then from the wharf to the car again; what would that amount to?—A. I do not know that I have got you right. The charges would be from the boat, we will say, direct to the car?

Q. All right, direct to the car.—A. The general figure used is 50 cents. Now, the switching charges would be to move that car from the wharf to the industrial plant, and they would run from 60 to 90 cents.

Mr. Bury: The switching charge is the transportation from the wharf to the industrial plant.

Mr. Cantley: Take the Massey Harris Company; you land the coal from the boat on to the cars, the railroad carries it from the harbour front to the Massey Harris plant, or a hundred different places, and there is a charge there running, he says, from 50 cents to as high as 90 cents a ton, which is an outrageous charge.

Mr. Garland: Then on top of that there are the distribution charges.

Mr. Bury: Mr. Chairman, surely we do not need to go any farther than the one point where the American coal and Canadian coal comes down on a common ground. When you come to the distribution charges, at that point you come on common ground because the American coal has got to be distributed just as much as the other, and the distribution charges at that local point would be the same for either coal. I think we may leave it out because distribution is a factor that applies equally to American and Canadian coal.

Mr. Cantley: Here is the point: An American collier sells a thousand tons of coal to the Massey-Harris Company. That coal is loaded on the railroad cars at the mines, and is shipped right through to the Massey-Harris Company. There are no switching charges on that coal at all, but if Nova Scotia coal went up in boats of, say, two thousand tons, they would have to land that coal and they would have to pay harbour charges of around 19 cents, as against 7 and a half cents in Montreal, then they would have to pay switching charges to get that coal into the Massey-Harris plant, or any other plant.

Mr. Bury: I fully understand that.

Mr. Cantley: Running from 50 to 90 cents a ton.

Mr. Bury: We understand that.

Col. Cantley: That is one of the difficulties you have to get over.

Mr. Bury: That is a grievance against the railways for charging so much for dues, and against the Harbour Commission for charging so much for dues as well.

Mr. Armstrong: I do not know that they have ever been asked to reduce their dues.

Mr. Bury: Who has authority over Harbour dues, in Toronto, the same as the Railway Commissioners have over railway rates? What I am getting

at is this: It was suggested that a special rate might be given by the Railway Commissioners, or that the Railway Commissioners might be instructed to treat coal as a special commodity, a special rate upon which might be fixed, without upsetting the whole rate structure which obtains. Now, if that is justifiable in respect to railway rates, making coal a special national commodity, so to speak, to be specially treated as a special and separate thing, in relation to railway transportation, why can we not argue that the same thing is true in respect of harbour dues? Of course, railway charges are under the Railway Board, but in respect of harbour dues, why cannot the Harbour Commission be told "Here is a national matter, you have to treat coal as a national commodity?"

The Chairman: That is true. We are to investigate and report what means can be taken to create a market for Canadian coal in Canada, and we are investigating now all these different features of this question.

Mr. Bury: But you do not see the point of my argument, Mr. Chairman.

Mr. McLean (Melfort): I would like to see this Committee investigate the reasons for the high cost of harbour dues, and so on.

Mr. Bury: But is there any authority that can do with the Harbour Commission what we want to do with the Railway Commission? Is there any authority which can do with the Harbour Commissioners what we suggest should be done in regard to railway companies, namely, to take coal out of the category of ordinary commodities?

Mr. Flemming: Somebody had better see Mr. Church.

Mr. McLean (Melfort): I think Mr. Flemming's suggestion is a pretty good one, that we should see Mr. Church about it.

The Chairman: Mr. Ellis will be able to enlighten us. I understand he has had that matter before him. I would like to have Mr. Hotchkiss deal with the question of domestic coal now.

Mr. McLean (Melfort): Before Mr. Hotchkiss goes on to domestic coal, I would like to ask him something about the transhipment of coal at Montreal, or the hauling of coal by means of tramp steamers, from Sydney to Toronto, say; if it is feasible to take coal out of the Great Lakes across the ocean, would he think it feasible to haul coal from Cape Breton to Toronto, by means of a certain class of steamers, or has he looked into that matter?

Witness: I have been told by men, whose judgment I would have confidence in, that it is not feasible.

By Mr. McLean (Melfort):

Q. How is it possible to take grain from Fort William to Liverpool say, without transhipment, if it is not possible to take coal from Cape Breton to Toronto.—A. (No answer.)

Mr. Bury: It depends upon the size of the boat.

Mr. McLean (Melfort): But a boat of the same size can bring a big load of coal. I am talking of the boats that two years ago went from Fort William direct to Liverpool, Norwegian boats.

Mr. Bury: What tonnage of grain did they carry?

Mr. McLean (Melfort): I do not know, and that is immaterial anyway.

Col. Cantley: I think I can say something about that. A few Norwegian boats loaded a full cargo at some point for the head of the Lakes; they then filled up with grain, and went home at the close of the season, and did not return that season. That was only possible because they got their freight to the head of the Lakes, and then loaded with grain and took it across, say to Rotterdam or some other European port. That has been done in two or three different seasons,

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but always at the end of the season. Other boats have come up and been engaged in the Lake trade, foreign boats, and they have loaded out a return cargo in the fall, and carried it across home, without any shifting at Montreal.

Mr. BURY: Was that grain?

Col. CANTLEY: The tonnage was grain.

Mr. BURY: What tonnage?

Col. CANTLEY: They would be limited to the fourteen foot draft, limited to about 2,000 tons. The point is that they found employment on the Lakes, and that at the end of the season were able to load up and go home. That is a seasonal matter, and does not affect the ordinary transportation throughout the whole season at all.

The CHAIRMAN: In other words, Col. Cantley, the boats engaged in the trade of carrying coal from Montreal west through the restricted waterways, could not carry more than about 2,000 tons?

Col. CANTLEY: About that.

Mr. BURY: And they would not be suitable to take grain across the ocean.

Mr. MCLEAN (Melfort): Here are Norwegian boats coming into the Lakes for the grain trade; they would not have cargo except the one way. If they were brought here to go into the Lakes and stay there, hauling grain one way, would they not be the same class of boat that would be used for hauling coal one way?

The CHAIRMAN: But they are going across the Great Lakes, Mr. McLean.

Mr. MCLEAN (Melfort): The point is that they must be of a capacity limited to a fourteen foot draft, and limited to 2,000 or 2,500 tons on the Lakes, where they are going for grain. Would the same boat not be hauling coal one way, if she could make it pay to haul grain one way?

Mr. BURY: She would have to run light to Sydney.

Mr. MCLEAN (Melfort): Either Montreal or Sydney, I do not care which.

Mr. BURY: Where does she dump her grain now, at Duluth?

Mr. MCLEAN: The point I am making is that for one half of her time she runs in empty.

Mr. BURY: She goes to Fort William, takes on a load of grain; where does she bring it to?

Mr. MCLEAN: To some of the Lake ports.

Mr. BURY: Where does she then go for her coal?

Mr. MCLEAN: Back to Fort William.

Mr. BURY: For coal?

Mr. MCLEAN: No, for grain. The vessel which is hauling grain, cannot haul coal at the same time. If I can haul from this point to that point, and come back empty something of the same kind could surely be hauled from that point to this point. (Indicating).

Mr. BURY: It is only on the artificial water-ways that she is limited to 2,000 tons?

Mr. MCLEAN: But a boat limited to the 14 foot draft, going through the canals, is going to have her tonnage limited on the Great Lakes. She could carry a little more, but she could not carry very much more.

Mr. GARLAND: Those boats bring back ore at very low rates, as ballast. Any boat carrying coal from Fort William and on to Montreal, then to Sydney, would not be in the same position. I cannot see that there is any parallel between the two.

By Mr. Armstrong:

Q. Before you leave the industrial coal proposition, Mr. Hotchkiss, you gave us to understand that the rate from Toledo to Port Arthur and Fort William by boat was 40; did that include the loading and unloading?—A. No, sir.

Q. Have you investigated the loading and unloading facilities for handling this coal at these ports, and if so, what have you to say in regard to them?—A. I think I have seen the most up-to-date loading facilities we have any where on the continent.

Q. Where is that?—A. At Toledo, and Newport News.

Q. You have seen what they are able to do there. How cheaply do they load and unload? What does it cost?—A. The charge at Newport News is 5 cents a ton.

Q. For loading and unloading?—A. For loading.

Q. From trains into boats?—A. Yes. They charge at Toledo 8 cents per ton; that is, for loading.

Q. From cars into boats?—A. Yes.

Q. You have no idea what the charge for unloading would be at the other end?—A. I know the figure which is used almost universally is fifty cents a ton. That all depends upon the quantity landed, and many other factors come into the problem, but 50 cents is the accepted figure which is charged I believe, when quite a large tonnage is handled.

Q. Would you be surprised if a witness could be brought here to show that in many instances it is being unloaded for six or eight cents a ton?—A. I have made a fairly complete investigation regarding unloading charges.

Q. Where?—A. From some of the largest plants, and I am assured that that 50 cents charge is about right.

Q. What plants?—A. I would suggest that you ask some of the railway officials, who handle hundreds of thousands of tons a year, regarding these charges. I know of estimates that have been made of unloading charges that run as low as 25 cents a ton, but that charge of 50 cents is calculated on actually determined business. You might take a few tons out, and unload them for a few cents less; in unloading a boat, you might do it cheaper, but, there is this additional charge which does not make it economical to use certain figures in unloading boats except under certain conditions.

By Mr. Flemming:

Q. Is it not a fact that the quantity handled and the facilities for handling determine the cost of handling your coal?—A. Yes, sir. For instance, harbour charges, that is, rental, for a large company, might run up to $70,000 a year. If you run that for 70,000 tons of coal, it is pretty expensive handling. If you handle half a million tons, it helps you out.

Q. Are you including that unloading charge of 50 cents?—A. Yes, that is part of the unloading charges.

Q. But if boats are hired for this year, by the Imperial Oil Company, which takes 250,000 tons at Sarnia, we will say, and the large salt company across the river St. Clair, which takes half a million, because they arrange that definitely with the self-unloading boat, and the unloading charges are then from eight to ten cents, what would you say to that?—A. They have their other charges as well.

Q. I am asking you about the actual charges, for unloading coal?—A. That is the accepted figure, because you have to count in all these other charges.

Q. Not in the case of private corporations, such as I have mentioned?—A. They have built a dock, I presume.

Mr. BURY: We are not dealing with private corporations that have their own docking and storage facilities, and all the rest of it.

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WITNESS: It costs them just the same as in the case of a private corporation.

By Mr. McLean:

Q. That 50 cents includes loading into cars again, does it?—A. That is the general figure which covers both the coal they have to stack, and the coal they put into cars, as I understand it.

Q. If you came to me and said, "I need so many hundreds of thousands of tons of coal this year; I want a price from you for unloading that coal, and I will take delivery in a certain way which might involve the storing of a certain quantity. In figuring it up, you have to take into account despatch in unloading your boats, you have to take some back and store it while some would go directly into cars. The charge for this service would be around 50 cents.

Q. Would that include taking it out of the boat and storing it and getting it away? (No answer).

Mr. BURY: It not only includes taking it out of the boats, and putting it into the cars, it also includes overhead for your storage and dock?

WITNESS: Certainly. There is another thing about these self-unloading boats; I know of two of them on the canals in the eastern part of the country. Only two of them. Their use is limited. They come up to a dock, and, at the outside, they cannot put their coal more than 40 feet back from the dock.

By Mr. Armstrong:

Q. That is nonsense?—A. It is between 30 and 40 feet. You need either a lot of wharf space to quickly unload a large quantity, or that coal has to be picked up and moved back by shore equipment. I think the most effective answer, as to whether it is cheaper to use self-unloaders when dealing with large quanties, is the fact that they are not used by the ore people in bringing down large quantities of ore.

By the Chairman:

Q. They are not used by the ore people?—A. No, sir.

By Mr. Armstrong:

Q. In any way?—A. You might, in connection with tonnages; it all depends upon your conditions; they might be used in Kingston, where they put only a small quantity of coal on the dock.

By Mr. Bury:

Q. Where you are dealing with large quantities and large movements, the most economical way is by having moving facilities on the dock itself?—A. That is Mr. Aird's opinion.

Mr. ARMSTRONG: I would suggest that this be mentioned to the man from Owen Sound who will be here.

Mr. MCLEAN: What facilities were you speaking about, Mr. Armstrong?

Mr. ARMSTRONG: I have in my possession certain letters, for instance, from the largest salt company in the United States, on the St. Clair river. They own their docks. It is a big private corporation. They have entered into a contract for 500,000 tons of coal this very year, as I understand it. They have given a definite estimate of the cost of unloading that coal at their plant, and, if I remember rightly, it is about eight cents per ton. That is, unloaded with one of these unloading machines that is equipped on the boat. Mr. Hotchkiss must know that these unloading machines are being used to a much greater extent. They have only been developed, in fact, within the last few years. They are the most up-to-date machines. I also might mention the Imperial Oil Company; I could have mentioned the Sugar Refinery Company, and others.

By the Chairman:

Q. Have you seen those unloading facilities, Mr. Hotchkiss?—A. No, sir. But I have talked it over with people who have used them, and they tell me that they find shore equipment more economical when handling large quantities over a dock.

Mr. ARMSTRONG: I have already written to the man in charge of the Chamber of Commerce, asking him to advise us when this order will be unloaded at the Imperial Oil works at Sarnia, in order that the Committee might see it, and also visit the salt works and some of these other places. However, Mr. Hotchkiss has more information to give us, I understand.

Mr. BURY: The Owen Sound man is coming here?

Mr. ARMSTRONG: He is coming here, as I understand it, to tell us how easily this coal is unloaded, and Alberta coat at that, at Fort William and Owen Sound.

By the Chairman:

Q. Before leaving the industrial coal situation, Mr. Hotchkiss, there are very large quantities of industrial coal used in Northern Ontario; the demand for industrial coal is increasing continuously. Is there no possibility of Alberta industrial coal being brought into the mining area of Northern Ontario, successfully and economically, in competition with American coal?—A. No, sir, I would say not, under present conditions.

Q. Can you give us approximately what the freight rate would be on industrial coal say from Drumheller to Cochrane?—A. Drumheller coal is not industrial coal.

Q. Is there no industrial coal in Drumheller?—A. No, sir.

Q. Is there any industrial coal in that area, on the Canadian National Railways?—A. Some of the mines have sold their slack for this purpose at a very low price for power.

Q. But they would not meet that requirement in Ontario?—A. No, sir.

By Mr. Flemming:

Q. I notice the rate Timmins-Montreal is $4.45; what would the rate be from Pennsylvania to Timmins?—A. I think you will get a combination rate. I will figure that out for you. I think coal can be taken up to probably Byng Inlet by water, and then taken in from there to Timmins.

By Col. Cantley:

Q. Where is Byng Inlet?—A. It is in the Georgian Bay.

Q. Would it be taken from there to Cochrane?—A. There are C.P.R. connections. I believe there is competition for some of that northern business, between Byng Inlet and Port Arthur. The C.P.R. is at Byng Inlet, and Canadian National from Port Arthur.

By Mr. Armstrong:

Q. You have travelled extensively in the United States, making investigation in regard to coal transportation. Have you any further suggestions to make in addition to those you have already put on the report?—A. Well, I do not believe I have. I have a great deal of other information, which is available of course, to the Committee.

Q. Did you make a report of your own for the Department?—A. Do you mean I made a report on my United States trip?

Q. Yes?—A. Yes, sir. I did.

Mr. HOWDEN: The evidence given to-day, Mr. Chairman, has been of a very definite nature. I think it has been very beneficial, but unfortunately it has treated only the industrial coal area.

REPORTS P.A.C., Series J (V.C. 2, I, X ... 2)

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The CHAIRMAN: That is what we intended to do, so as to dispose of that altogether.

Mr. HOWDEN: I was going to say that if the witness is able to give us equally beneficial evidence on the domestic coal situation, it would be well for the Committee to have him do so.

The CHAIRMAN: We will have that, but we will dispose entirely of the industrial coal question first.

Mr. HOWDEN: May we have this witness back here again?

The CHAIRMAN: Certainly, for domestic coal. We will give Mr. Hotchkiss all the time necessary in order that he may give to anthracite the same attention he has given to industrial coal.

Col. CANTLEY: I would suggest that at the next meeting he should bring more general information in regard to the transportation of coal in the United States; the cost at the mines, and something about their operations.

By Col. Cantley:

Q. You have investigated the operations at the mines, too, have you?—A. Yes, I have investigated operations at the mines, but I think you will find all or nearly all the transportation rates you want to use on this chart on the wall here.

The CHAIRMAN: Mr. Hotchkiss can give you that information based upon this chart. This Committee will now adjourn until Tuesday next.

Witness retired.

The Committee adjourned until Tuesday, June 1st, 1926. at 11 a.m.

FOREIGN AFFAIRS, Series 2 (P.C. 7, 1, M [illegible])

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CANADA

58A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 3

MINUTES OF PROCEEDINGS AND EVIDENCE

TUESDAY, JUNE 1, 1926

WITNESSES HEARD FOR EVIDENCE:

Mr. E. Fred McCourt, President, Industrial Coal Co., Montreal.
Mr. R. C. Vaughan, Vice-President, Canadian National Railways.

OTTAWA
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1926

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 75)

PUBLIC ARCHIVES
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59-B

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
TUESDAY, June 1, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11.00 a.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Cantley, Flemming, Gershaw, Howden, Lapierre, and Neill.

In attendance:—Mr. E. Fred McCourt, President, Industrial Coal, Co., Montreal; Mr. R. C. Vaughan, Vice-President, Canadian National Railways; Mr. George H. Jenkins, General Fuel Agent, C.N.R., and Mr. Hotchkiss, Dominion Fuel Board.

The Minutes of the last meeting were read and approved.

Four communications were read, all relating to evidence to be given before the Committee. Said communications were received from:—

Mr. Vaughan in reply to letter of 29th May;
Mr. Britt of the Canadian Pacific Railway;
Mr. Draper of Edmonton, stating that he could arrange to be in Ottawa on Wednesday, June 9th; and
Mr. Godman of the British Empire Steel Corporation Limited.

The Committee considered Mr. Draper's letter.

Mr. Armstrong moved that Mr. Draper be heard for evidence upon his arrival June 9th.
Motion carried.

The Clerk was instructed to communicate further respecting witnesses of the British Empire Steel Corporation, for Friday's meeting.

The Committee then proceeded to consider the evidence given by Mr. McCourt who was called and sworn.

Mr. McCourt was examined relative to the importing of Scotch coal by his Company, transportation rates, distribution, etc.
Mr. McCourt retired.

Mr. Vaughan was called and sworn.
Mr. Vaughan was examined relative to Canadian and American coal used by the Canadian National Railways, quantity of same used in the three zones described with the aid of a map.
Mr. Vaughan very kindly donated to the Committee a bound copy of Green's Marine Directory of the Great Lakes.
Mr. Vaughan retired.

The Committee then adjourned until to-morrow.

V. CLOUTIER,
Clerk of the Committee.

22737—1½

KEITHEN PAPERS, Series 3 (P.G. 3', I, Volume 3)

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MINUTES OF EVIDENCE

COMMITTEE ROOM 436,
HOUSE OF COMMONS,
TUESDAY, June 1, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11.00 A.M., the Chairman, Mr. Lapierre, presiding.

E. FRED MCCOURT, called and sworn.

By the Chairman:

Q. You are engaged in the coal business?—A. Yes, sir. I am president of the Canadian Industrial Coal Company, Limited, Montreal.

Q. Your company is engaged in the importation of Scotch and Welsh coal?—A. Scotch coal.

Q. Would you please state to this committee the condition that led you into the business of importing Scotch or Welsh coal?—A. Well, in the winter of 1923, my company found it impossible to obtain any decent grade of American anthracite coal, connected with what is known as the line company basic price. Most of the coal was more or less inferior in quality, it broke in handling. I went to England and found out that Scotch anthracite coal was very much purer.

Q. What year was this?—A. That was January, 1923. Very much purer in quality; and we decided to embark on the importation to Montreal. We brought out that year about 35,000 tons. There was a bit of an uphill fight to get the coal in use, but in the second year we doubled the quantity. Last year we doubled on the quantity of the second year, and this year, with any luck and with the cessation of the strike over there we are expecting to double it again.

Q. Your first coal imported was Welsh coal?—A. Welsh coal came in in 1922, during the strike in the United States.

Q. What was your importation for the year 1925?—A. 1925, about 100,000 tons.

By Mr. Cantley:

Q. Is that your own importation, your own companies?—A. That is our own company's.

Q. Not the total importation?—A. No sir.

By the Chairman:

Q. How many different firms are there engaged in this business, to your knowledge?—A. There is the Canadian Importing Company; F. P. Weaver Company; International Coal Corporation at Montreal; that is, up to the present time. The Butterworth Company here in Ottawa; and last year, and again this year we are supplying Milne's Company at Toronto.

Q. Can you give us the approximate amount of coal of that class imported into Canada?—A. I understand from the statistics last year there was a total of 600,000 tons of Welsh and Scotch coal.

Q. Have you the figures for 1923?—A. 1923, if my memory serves me right, is about 300,000 tons.

MEMOIRE VAN.III, Series 3 (C.G. 7, I, [illegible])

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By Mr. Cantley:

Q. That is all anthracite?—A. All anthracite, yes sir. Pardon me, 1924.

By the Chairman:

Q. 1924?—A. Yes. 1923, there was very little other than our own.

The CHAIRMAN: Mr. Cantley, will you examine the witness.

By Mr. Cantley:

Q. How do you regard the British anthracite coal, taking it collectively, that is, Scotch and Welsh, as compared with the American?—A. About 25 per cent greater efficiency.

Q. Explain why you think so.—A. Well, there is an absence of stone and slate and other poorer matter, and the inherent ash in the coal runs anywhere from four to seven per cent as against about an average of ten per cent in American coal.

Q. The main advantage is its freedom from stone and dirt?—A. Yes sir.

Q. Better prepared?—A. Better prepared.

Q. What freight do you pay on that coal?—A. We pay about an average of 6/6.

Q. What is the cost of handling at Montreal?—A. Our cost of handling, the absolute use of the cranes and labour, is just under 30 cents a net ton.

Q. That is simply the discharging?—A. Simply the discharging, yes; it does not include rent or overhead.

Q. What is the cost of storage?—A. Our storage cost is ten cents a square foot per year.

Q. What are the harbour dues?—A. The harbour dues are about eight cents a ton.

Q. Eight?—A. Eight, yes.

Q. What is the total cost including discharging, rental and storage space, and harbour dues?—A. About seventy-five cents a ton; that is including overhead.

Q. What wastage have you got? For instance, you import 1,000 tons in a vessel; what quantity are you able to sell from that? Or in other words, what is the wastage in handling?—A. We figure on about 1¼ per cent, sometimes a little more, sometimes a little less.

Q. When you say that, do you refer to a cargo coming out and distributed practically at once, or do you refer to your total losses over the whole season from, say, the opening of navigation until you finally dispose of the last of that coal in, say, April of the next year?—A. Yes, sir, it averages 1¼ per cent over the whole period. We have had it as high as 2 per cent and as low as 1 per cent where we were able to weigh out individual cargoes.

Q. You are dealing now entirely with anthracite?—A. Scotch anthracite coal.

Q. What is your experience in regard to soft coal?—A. Soft coal would run about one-half or one per cent. I was with the Dominion Coal Company in Montreal for a number of years and that was the general average.

Q. That rather surprised me, I would have thought that the soft coal wastage would be more than double of the hard coal wastage.—A. That was not my experience.

Q. Don't you think that is correct?—A. Well, I can only tell you about the experience I have actually had with it. We have had American coal come in which would run 2 per cent short of the railway weights.

Q. I am not referring to coal coming in by rail, I am referring to coal coming in by water.—A. It is dumped into the steamers from railroad weights.

Q. For instance, a boat comes up loaded with either British or American coal, or anything else—I am speaking about bituminous soft coal—my question is: What is the wastage on, say, 1,000 tons? 1,000 tons is loaded, and by the time you dispose of it, what is your total wastage of soft coal, in your opinion? —A. It is a little difficult to answer that question because we can only take experience.

Q. It is only a matter of opinion.—A. For instance, when British coal is weighed into the steamer it is from small cars, the railway weights, you get them in units of eight to ten tons. At Sydney, if I remember correctly, they are forty to fifty tons. At Newport News they run from sixty to seventy tons. Naturally, the units have a considerable bearing, the number of units loaded into the cargo. Is that what you wanted to get?

Q. That is hardly the point of my question. The point of my question is this: you buy a thousand tons or three thousand tons, or a cargo of eight thousand tons, as the case may be; you handle it onto the dock, and it is carted away in small quantities from time to time, over a period of some months; what do you think the wastage would be?—A. On soft coal?

Q. Yes.—A. Anywhere from one-half to one per cent.

Q. My impression is it would be nearer 5 per cent.—A. I have never had that.

Q. I have seen more than one per cent blown away, and I think you have too, in discharging, when it is thrown down from the grads which are fifty or sixty feet above the ground with a strong wind blowing, I have seen the dust blown away to the extent of over one per cent of the entire cargo.—A. I have never had that experience.

By Mr. Bury:

Q. In your comparison with the wastage on anthracite coal you are taking it exactly on the same basis as in connection with the soft coal?—A. Yes, sir.

Q. The figure of wastage you gave on anthracite was what?—A. 1¼ per cent. On the average it is a drier coal.

Q. And that is on the same basis, wastage on soft coal is from—A. One-half to one per cent.

By Mr. Armstrong:

Q. What is the cost of the coal at the mine?—A. The cost of coal at the mine varies, of course, according to the location.

Q. I mean Scotch anthracite. You would have some idea what it would be.—A. It is a business transaction.

Q. That might be. Perhaps, I should not ask you that question, but we are anxious to get some idea of the cost of mining the coal, for instance, Scotch anthracite. Now, could you not give us some idea of what the cost would be at the mine and then the cost of transporting it from the mine to the dock and from the dock to your dock?—A. Well, that would be a little difficult without some figures. I will give you the reason. Scotch coal is brought out here in a mixture of sizes. Welsh coal and American coal come here graded. We do not grade our coal, all we do after we get it here is to screen it and send it to the consumer in a mixture of sizes.

By the Chairman:

Q. It is delivered to the consumer in a mixture of sizes, as you receive it?—A. Yes.

Q. That is Scotch coal only?—A. Yes. I really could not answer that to give the actual average cost.

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Q. What is the proportion of Scotch coal handled in comparison to Welsh coal.—A. Well, the tonnage that came here last year, according to the statistics, was 600,000 tons. We got 100,000 tons.

By Mr. Bury:

Q. When you speak of the cost at the pitmouth, I do not know exactly just what you mean; do you mean the price at the pitmouth?—A. We only have the price, we have not the cost.

Q. That is what I am getting at; it is the price, not the cost.—A. Price, yes. We have not any figures as to the cost at all.

By Mr. Armstrong:

Q. You do not care to give prices at the pitmouth?—A. I would rather not.

By Mr. Gershaw:

Q. The cost of transportation would be about $2.37 per ton.—A. No, about 6/6, that would be $1.50.

Q. And then there is 35c at the dock, charges at the dock?—A. Yes.

By Mr. Armstrong:

Q. On what port?—A. On Glasgow or Grangemouth to Montreal.

Q. How far are the mines from Glasgow?—A. About 20 to 22 miles.

Mr. BURY: Is not the real point, that is as far as we are concerned, the price of Scotch anthracite laid down in Montreal. The price is nothing to us, for the simple reason we have no control over it. We cannot affect the Scotch mine nor the operator, nor con we affect the Scotch miner, nor can we in any way affect the transportation cost. The thing we are up against is what have we to compete with here in the eastern market, and what we are really interested in is: What is the price of Scotch anthracite laid right down here in Montreal or Toronto?

The WITNESS: That is the selling price?

By Mr. Bury:

Q. Yes.—A. The selling price is $16.75, a net ton, delivered loose in Montreal, for Scotch anthracite, as compared with $16.50 for stove size American coal, which is the favourite size, and $16 for egg and nut.

Mr. ARMSTRONG: I am at a loss to know what objection could be raised to stating the price at the mines. They must quote prices, not necessarily your price, but they must have prices that they quote to the public.

Mr. CANTLEY: Mr. Armstrong, suppose you put the question this way: What is the open price of Scotch anthracite f.o.b. steamer?

Mr. ARMSTRONG: That is right.

The WITNESS: I do not believe there is an open price for the simple reason that our company absorbs everything they can supply during the summer months.

By Mr. Cantley:

Q. Then, I am afraid we will have to ask you what your price is.—A. We are getting everything we can.

Q. What is the cost free on board?—A. It averages about 42 shillings at Montreal.

Q. Including freight?—A. Yes.

Q. But not including discharging and handling cost?—A. Or degradation or loss in handling.

Q. You answered another question a moment ago in regard to the selling price, was that delivered at the customer's house?—A. Delivered at the customer's house.

Q. Or is that the price on the dock?—A. Delivered at the customer's house.

By the Chairman:

Q. What is the price quoted for American anthracite in Montreal?—A. That is the selling price at the consumer's home.

Q. That includes the delivery charges in the city?—A. Yes, sir.

By Mr. Armstrong:

Q. Do your customers prefer Scotch anthracite or Welsh to the American?—A. We find that to be the case. Our business has doubled itself each year in two years.

By Mr. Bury:

Q. Has the American anthracite been improving or getting worse in quality?—A. Well, what I have seen of it, it is just about the same.

Q. For how long?—A. Oh, a period of years.

Q. You mean to say there has been no deterioration in the quality of American anthracite delivered here for how long?—A. I should say seven or eight years to my knowledge. It is about the same thing.

Q. And you think the objections that have been made to its quality have obtained equally at any time during the last seven years?—A. I would say so, yes.

By Mr. Armstrong:

Q. What kind of unloading machinery do you use?—A. We use the Harbour Commission's cranes, Browning hoist.

Q. Brown hoist?—A. Browning hoist.

Q. How many tons?—A. Well, they are capable of handling about 400 tons per day or ten hours; that is, in straight digging down.

Q. 400 tons, that is all?—A. Each.

Q. That is why it costs 30 cents a ton?—A. No, I do not think you could do it for very much less than that. We handle some steamers with five hatches and put five different cranes on them.

By Mr. Cantley:

Q. In that case, how much can you discharge per day?—A. We can handle anywhere from 1,000 to 1,500 tons.

Q. The point is what you are actually able to discharge from each of the four or five hatches.—A. About 1,500 tons a day until you come to the trim.

Q. That is an average of 300 tons per hatch?—A. Yes.

By Mr. Armstrong:

Q. How many tons to the boat?—A. They run anywhere from 3,000 tons to 9,000 tons.

Q. What is your estimate as to the relative value of the Scotch and Welsh anthracite?—A. Well, that is rather a stickler. I will say for Scotch anthracite coal; it is mined in one small area in the vicinity of Stirling, about twenty miles from Glasgow, and the quality is uniform. With Welsh coal there is a number of different seams, some of which are better than others, and naturally would depend upon the proportion of the better coal you got as to the general average of the out-turn of the cargo.

Q. Are you importing Welsh anthracite as well as Scotch?—A. No.

Q. You confine yourself entirely to Scotch?—A. Entirely to Scotch.

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By the Chairman:

Q. Largely for that reason?—A. No, it is like more than a trade reason; we find the coal uniform in quality.

By Mr. Armstrong:

Q. There is considerable Welsh anthracite coming through?—A. Oh yes.
Q. From what point is shipment made?—A. Swansea.
Q. All from Swansea?—A. I would say practically all, I have never known of anthracite to be shipped from anywhere else.
Q. In your evidence a little while ago you gave another port.—A. That was Grangemouth, which is the other side of Scotland.
Q. That is in Scotland. The impression left in my mind was that you were referring then to Wales.—A. No sir, Scotch entirely.
Q. I just wanted to clear that up. Now you gave us the selling price in Montreal; can you tell us what the selling price in Ottawa is?—A. I understand it is $19.50.
Q. A net ton?—A. A net ton.
Q. Delivered to the customer's house?—A. Yes sir.
Q. Do you know anything about prices in Toronto?—A. No, I do not, although I have sold coal there.
Q. You have sold coal in Toronto?—A. Yes.
Q. Is there any British coal going to Toronto?—A. There are three cargoes shipped in there already this year.
Q. How is it being moved from Montreal to Toronto?—A. By three steamers that were built in either England or Scotland for an eastern steamship company, canalers, which were coming out anyway and they brought cargoes.
Q. They brought out cargoes and went right up through the Lakes to Toronto?—A. Yes.
Q. Without breaking bulk?—A. Without breaking bulk.
Q. Cargo would be small?—A. 2,000 tons.

By Mr. Bury:

Q. Three specially built coal boats?—A. No, specially built canal boats. Ordinarily, I presume, they would be in the grain trade from either Buffalo or Port Colborne to Montreal.

Mr. ARMSTRONG: They would bring grain to Montreal and carry back coal.

Mr. CANTLEY: I think I can interrupt there to save a little time. They were built on the other side to engage in the lake traffic. They came out new and carried cargoes of coal to Montreal and then went up without breaking bulk, and those were new boats and only making one voyage. They were built on the other side for service in the lakes.

The CHAIRMAN: They are not regularly engaged in this business.

By Mr. Howden:

Q. I was going to ask in regard to this coal that is sold at Ottawa. Do I understand you, you retail the coal at Ottawa?—A. We sell it to the local dealers here.
Q. You do not engage in the retail business?—A. We do not engage in the retail business here in Ottawa.
Q. But you do in Montreal?—A. Wholesale and retail both.

By Mr. Armstrong:

Q. Do you handle any Nova Scotia coal?—A. No sir.

By Mr. Flemming:

Q. What is the rate from Montreal to Ottawa?—A. $1.50 per net ton.

By Mr. Cantley:

Q. All rail?—A. All rail.

By Mr. Flemming:

Q. How do you account for $3 a ton difference in the retail price at Montreal and Ottawa?—A. Well, that is a matter that would have to be explained by the retailers here, I could not answer that.
Q. It would be distribution cost?—A. Yes.

By Mr. Cantley:

Q. Has any coal come up by water from Montreal to Ottawa in recent years?—A. Not that I know of.
Q. It did at one time.—A. At one time it did; that is soft coal.
Q. Why does it not come now?—A. I presume the rates have an effect. At that time the rate, as I remember, was 70 cents a net ton.
Q. But the rail rate has not been lowered in the meantime?—A. $1.30.
Q. But the rail rate has not been lowered?—A. No, the rail rate at that time, I understand, was 90 cents; there was a differential of 20 cents.
Q. The differential now is ostensibly greater than that, but still it is coming by rail, do you know why?—A. I do not know, sir.

By the Chairman:

Q. Were these three shipments the only Scotch coal you have sent to the city of Toronto?—A. I sent one shipment last year.
Q. By rail or by boat?—A. By boat.
Q. Will you tell us what the freight was on that boat from Montreal to Toronto?—A. The differential rate would be between 6/6 and 14 shillings.

By Mr. Cantley:

Q. I did not hear your answer.—A. The differential would be between 6/6 to Montreal, and 14 shillings to Toronto.

By Mr. Bury:

Q. 7/6?—A. 7/6.
Q. What does that 7/6 represent?—A. Movement from Montreal to Toronto.

Mr. CANTLEY: In other words, it costs more to move coal from Montreal to Toronto than it does to move coal from Scotland to Montreal.

The WITNESS: By about 20 per cent.

By Mr. Armstrong:

Q. What does it cost to transfer from the large boats to the barges?—A. I would say about 50 cents a ton.

By the Chairman:

Q. You have ample facilities for handling coal both inwards and outwards at Montreal?—A. Yes sir. In our case it would be a little difficult because we would have to put the coal into trucks from the ground and re-weigh it.

By Mr. Armstrong:

Q. Take it to another dock?—A. To put it into another barge or steamer; that is why it costs 50 cents.

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By Mr. Cantley:

Q. Is it necessary to land coal from the original steamer on the dock and afterwards load it on the barge?—A. Yes, sir.

Q. Could you not load from the steamer direct into the barge?—A. Impossible, the booms of these Browning cranes are not long enough to reach out.

Q. At the Nova Scotia plant it is quite possible to do so?—A. By throwing their bucket, I believe they could.

Q. It is done regularly; that is, coal is not landed at all, it could be transferred to steamers at the dock or into barge alongside, the boat lying between the barge and the dock, of course.—A. We could not do it.

By Mr. Armstrong:

Q. That would be a much cheaper way of loading, would it not?—A. Very much cheaper, but the difficulty is in weighing it. Unless you are willing to take the out-turn weight at destination, and then you are leaving the weights in the hands of somebody else.

By Mr. Flemming:

Q. That would not hold if you were transporting a complete cargo?—A. Oh no, with a complete cargo you might as well send it right through.

By Mr. Bury:

Q. You might send it in two boats, for instance?—A. Yes.

By the Chairman:

Q. It would not be economically feasible to bring coal from Scotland in boats that could navigate in our lakes?—A. No.

By Mr. Armstrong:

Q. These three boats that brought coal from Scotland, was that a very satisfactory voyage, and was the coal landed at Toronto in a satisfactory state. —A. The coal was landed in a satisfactory state. They had some damage, because a steamer that is built for this canal trade is not as strongly built as the ocean vessel.

Q. Boats that carry grain from Port Colborne, for instance, to Montreal, they could carry coal back, could they not?—A. Easily.

Q. Why do they not do it.—A. Well, with British coal, the structure of the coal is very much more friable than in the case of American coal and if it is handled very often naturally it breaks up.

By Mr. Bury:

Q. That is British anthracite?—A. Yes. It is very much more friable than American anthracite.

By the Chairman:

Q. But under favourable conditions it could be transported from Montreal to Toronto without great loss.—A. With additional degradation, whatever that might be.

By Mr. Bury:

Q. Is that British anthracite much less friable than, say, the soft Alberta coal? Do you know anything about the Alberta coal?—A. I have not had any experience with the Alberta coal.

Q. Is it as soft or friable as the eastern bituminous coal?—A. I would say no, not so friable; anthracite naturally is not so friable as bituminous coal.

By Mr. Gershaw:

Q. Regarding dependability of the source. Is there coal to be obtained for a very long period yet, there is no chance of it running out and becoming exhausted?—A. That point has never even been discussed.

Mr. CANTLEY: You are referring to Scotch coal, are you?

Mr. GERSHAW: Yes.

By the Chairman:

Q. Is there any possibility of the supply available for Canada because you say you are taking all you can possibly get?—A. The tonnage has increased each year in three years; they are very anxious for this trade over here.

By Mr. Bury:

Q. But you have only mentioned one particular Scotch area where this anthracite comes from, do you know whether there is any other in Scotland?—A. No other anthracite areas that are known.

Q. Do you know the extent of that one anthracite area, is that very big?—A. Well, it would be about 25 miles square, I should think. They are underlying seams, they underlie bituminous coal.

Q. You have no idea of the quantity there is; has it been estimated?—A. I do not believe so.

By the Chairman:

Q. Is there a limit to the quantity available to the Canadian market?—A. Oh yes, we get all we can.

Q. And that was how much?—A. About 100,000 tons last year.

Q. Could you increase that quantity?—A. We will this year unless the strike lasts too long.

By Mr. Cantley:

Q. Do you know what the total output of that district is?—A. About 700,000 tons.

Q. You are getting one-seventh of this?—A. Yes, but we are getting domestic sizes.

Q. Do you know where the balance of that goes, who are your competitors for buying that coal?—A. Well, breweries and distilleries use very large quantities, and the greenhouses; they are about the largest consumers other than ourselves.

Q. That is entirely local consumption in Scotland itself?—A. Yes. We are bringing out what are known as Pearls. These compare with No. 1 buckwheat and pea coal in American sizes. We have started this size this year and it would give us a larger quantity, naturally.

Q. Are these pearl sizes washed?—A. All washed.

Q. What does that cost?—A. It costs about 24 shillings alongside at Montreal.

Q. As compared with what, for the bigger sizes?—A. As compared with 42 shillings.

Witness retired.

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By Mr. Cantley:

Q. Is it necessary to land coal from the original steamer on the dock and afterwards load it on the barge?—A. Yes, sir.

Q. Could you not load from the steamer direct into the barge?—A. Impossible, the booms of these Browning cranes are not long enough to reach out.

Q. At the Nova Scotia plant it is quite possible to do so?—A. By throwing their bucket, I believe they could.

Q. It is done regularly; that is, coal is not landed at all, it could be transferred to steamers at the dock or into barge alongside, the boat lying between the barge and the dock, of course.—A. We could not do it.

By Mr. Armstrong:

Q. That would be a much cheaper way of loading, would it not?—A. Very much cheaper, but the difficulty is in weighing it. Unless you are willing to take the out-turn weight at destination, and then you are leaving the weights in the hands of somebody else.

By Mr. Flemming:

Q. That would not hold if you were transporting a complete cargo?—A. Oh no, with a complete cargo you might as well send it right through.

By Mr. Bury:

Q. You might send it in two boats, for instance?—A. Yes.

By the Chairman:

Q. It would not be economically feasible to bring coal from Scotland in boats that could navigate in our lakes?—A. No.

By Mr. Armstrong:

Q. These three boats that brought coal from Scotland, was that a very satisfactory voyage, and was the coal landed at Toronto in a satisfactory state. —A. The coal was landed in a satisfactory state. They had some damage, because a steamer that is built for this canal trade is not as strongly built as the ocean vessel.

Q. Boats that carry grain from Port Colborne, for instance, to Montreal, they could carry coal back, could they not?—A. Easily.

Q. Why do they not do it.—A. Well, with British coal, the structure of the coal is very much more friable than in the case of American coal and if it is handled very often naturally it breaks up.

By Mr. Bury:

Q. That is British anthracite?—A. Yes. It is very much more friable than American anthracite.

By the Chairman:

Q. But under favourable conditions it could be transported from Montreal to Toronto without great loss.—A. With additional degradation, whatever that might be.

By Mr. Bury:

Q. Is that British anthracite much less friable than, say, the soft Alberta coal? Do you know anything about the Alberta coal?—A. I have not had any experience with the Alberta coal.

Q. Is it as soft or friable as the eastern bituminous coal?—A. I would say no, not so friable; anthracite naturally is not so friable as bituminous coal.

By Mr. Gershaw:

Q. Regarding dependability of the source. Is there coal to be obtained for a very long period yet, there is no chance of it running out and becoming exhausted?—A. That point has never even been discussed.

Mr. CANTLEY: You are referring to Scotch coal, are you?

Mr. GERSHAW: Yes.

By the Chairman:

Q. Is there any possibility of the supply available for Canada because you say you are taking all you can possibly get?—A. The tonnage has increased each year in three years; they are very anxious for this trade over here.

By Mr. Bury:

Q. But you have only mentioned one particular Scotch area where this anthracite comes from, do you know whether there is any other in Scotland?—A. No other anthracite areas that are known.

Q. Do you know the extent of that one anthracite area, is that very big?—A. Well, it would be about 25 miles square, I should think. They are underlying seams, they underlie bituminous coal.

Q. You have no idea of the quantity there is; has it been estimated?—A. I do not believe so.

By the Chairman:

Q. Is there a limit to the quantity available to the Canadian market?—A. Oh yes, we get all we can.

Q. And that was how much?—A. About 100,000 tons last year.

Q. Could you increase that quantity?—A. We will this year unless the strike lasts too long.

By Mr. Cantley:

Q. Do you know what the total output of that district is?—A. About 700,000 tons.

Q. You are getting one-seventh of this?—A. Yes, but we are getting domestic sizes.

Q. Do you know where the balance of that goes, who are your competitors for buying that coal?—A. Well, breweries and distilleries use very large quantities, and the greenhouses; they are about the largest consumers other than ourselves.

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R. C. VAUGHAN, called and sworn.

By the Chairman:

Q. Mr. Vaughan, you have prepared a statement, perhaps, that you would prefer to give the Committee?—A. I have not, Mr. Chairman, because I did not know just what the Committee might want. If the Committee so desire I could probably give them a few words on just what our coal requirements are and how we handle them from Coast to Coast. I do not know whether I can give it from that map or not. I have my own map where which I prepared.

Q. Would you like to have it hung up here?—A. It is only a small one; if we can get it pinned up.

Mr. BURY: I do not suppose the Reporter knows who Mr. Vaughan is.

The WITNESS: Vice-President of Canadian National Railways.

Mr. CANTLEY: And Chief Purchasing agent so far as coal is concerned.

The WITNESS: I will leave this with the members so that they can have it. It is drawn up to show the different kinds of coal used in Canada.

By Mr. Flemming:

Q. Excuse me just a minute; you are going to deal with the coals used by the Canadian National Railways?—A. Yes.

Q. That would be all bituminous coal?—A. All bituminous coal, yes.

Q. Well now, I think what we would like to get would be for you to sort of break the thing in three parts. That is, the coal coming from the East, that is Nova Scotia or elsewhere in the East and how far and to what extent you use that. Then in the central regions and the quantity that you use of American bituminous and then in the West and the extent to which you use Western coal?—A. Yes, we will deal with it along those lines. First of all I might say, that on all our lines here we take deliveries of New Brunswick and Nova Scotia coal by rail. We bring up several hundred thousand tons to Levis by water. It is distributed in this area down here and some of it goes north and some of it comes down here. We use Canadian coal entirely at Montreal, to which we bring it all by water in the summer time. We use Canadian coal entirely as far North as Ottawa, as far west as Brockville. We find that is the limit to which we can use Canadian coal profitably. I might say we also use Canadian coal up here.

By Mr. Bury:

Q. When you say "up here" the Reporter cannot get it?—A. Well, we use Canadian coal as far west as Brockville and Ottawa on our southern lines and we use it as far west as Cochrane on our transcontinental line. Those points are the limits to which we find we can use Canadian coal economically, in fact we stretch a point in having Canadian coal that far, it would be actually cheaper for us to use American coal at some of those points.

By Mr. Armstrong:

Q. That is Nova Scotia coal—A. That is Nova Scotia coal. I might say there is really only one institution in Nova Scotia that has facilities and the quality of coal that can be shipped by water, that is the British Empire Steel Corporation. They control all the mines that have coal that will stand handling and of the quality that will meet competition.

By Mr. Flemming:

Q. And you make distribution from the two points, Levis and Montreal? —A. Yes.

Q. Water shipments?—A. Yes.

Q. And your eastern supplies are all rail shipments?—A. We take coal from virtually every mine down there according to the district in which it is located which means the shortest haul to the railway. There are a number of mines down there which have coal which is very much inferior but sometimes it means a shorter haul for us on that coal and as a matter of custom—the railway, I suppose, has been buying coal from some of these mines for 30 or 40 years down there and we are still buying it.

Q. Have you been extending your area westward?—A. Yes. I might just say here that last year the limit of our Nova Scotia coal was practically Montreal. Now, this year we have extended it to Ottawa and we have extended it to Brockville, that is, we have taken in perhaps 150,000 tons of additional Nova Scotia coal to take care of those two points this year.

Q. And what, approximately, is your total use of Nova Scotia coal or Eastern coal between the points that you have indicated?—A. You mean our consumption of Nova Scotia coal?

Q. Yes?—A. I think it is about 1,600,000 tons.

Mr. CANTLEY: I did not hear that question.

By Mr. Flemming:

Q. What is the amount of Eastern coal used by the Canadian National in New Brunswick, Nova Scotia and as far west as they use it?

Mr. CANTLEY: Million and a half tons?

The WITNESS: Yes. I might just point out there, that up until this year we have been taking other coal into Portland, that is, American coal and ballast coal from steamers that have been going there, but this year we made a proposition to the British Empire Steel Corporation, gave them the opportunity to meet that in competition, which they did—they say at some loss to themselves—and we are taking that coal for use in the Portland district from Canadian mines and we are paying 50 cents a ton duty on that on entering the United States, but notwithstanding that, the British Empire Steel Corporation have met competition.

By the Chairman:

Q. But they stated they were losing money?—A. Yes.

By Mr. Bury:

Q. You do not know how much they lose?—A. No, I do not.

Q. Would they lose the amount of the duty?—A. Well, they claim that is about what they are losing.

By Mr. Cantley:

Q. Do I understand you to say that on the coal that you brought into Portland from Cape Breton and use on your lines from Portland to Montreal you paid a duty of 50 cents a ton?—A. Yes, sir. We have to pay that to the United States Government. Coal used to come in free from Canada to the United States.

Q. How much of the mileage is in United States territory and how much in Canada on that line?—A. On that line there is about 150 miles in the United States.

Q. And how much in Canada, 300?—A. No, the distance is about 150 miles each; about 298 miles in all.

Mr. CANTLEY: Well, that is a curious condition of affairs and I would like to bring that to the attention of the Committee. Here is a Canadian road operating a line from Montreal to Portland and Canadian coal goes in and the American Government exact a duty of 50 cents a ton on it.

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By the Chairman:

Q. It goes into the United States?—A. Oh yes, the coal is all used in the United States.

By Mr. Cantley:

Q. It cannot be all used if your locomotive is running 150 miles only on American territory and 300 miles in Canadian territory?—A. We would only bring in sufficient Canadian coal, to take care of the American territory. We pull the other down from this point here.

By Mr. Armstrong:

Q. You supply the eastern end from Montreal?—A. Yes. Now, in this territory here, that territory is all taken care of by coal imported from the United States.

By Mr. Bury:

Q. Which territory?—A. That which is marked in red.

By Mr. Armstrong:

Q. Name the places?—A. Well, from Brockville on the east, Ottawa on the east and Cochrane on the east and Winnipeg on the west.

By Mr. Cantley:

Q. Might I interject one point here in case I forget it. You have heard about the duty being exacted on coal used on Canadian Government railways. Steamers sometimes come around to Montreal and take American coal out of bond for their bunker purposes and run that ship anywhere from Montreal. Now, is there anything fair in that arrangement?

By the Chairman:

Q. The American coal brought in by the C.N.R. pays the Canadian duty of 50 cents a ton?—A. Oh yes.

By Mr. Flemming:

Q. You speak about the territory where you are using American coal. What is your consumption in that territory?—A. About 2,200,000 tons. I might just point out that this situation varies from year to year, I am simply taking a normal year. For example, last year there was the strike in Nova Scotia, until about September, when coal began to move; we had to bring American coal into that territory to take care of the shortage of Canadian coal. In 1924 there was a strike in Alberta until December, and we had to bring in more American coal and use it beyond Winnipeg, but I am just giving the figures to take care of normal conditions.

By Mr. Armstrong:

Q. Have you tried loading into boats that are in the grain trade from Port Colborne to Montreal and have them take your Nova Scotia coal?—A. We have at times, when coal has been scarce in Ontario, endeavoured to get rates, but our situation to-day is that we can buy coal cheaper landed at Toronto, American coal after taking care of our own haulage charges, than we can buy it at Montreal.

Q. Duty included?—A. Duty included, every incidental item of expense included. That coal costs us less at Toronto than coal on the cars at Montreal from British Empire Steel Co.

By Mr. Howden:

Q. Brought up the river in barges?—A. Yes, brought up the river in boats.

By Mr. Armstrong:

Q. That is the whole thing; coal by rail from the Nova Scotia mines, not by boat?—A. No, Mr. Armstrong. I have taken the cost of the coal at the Niagara Peninsula and we have got to add some charge to make it fair—I have added half a cent a ton a mile for the railway haul from the Niagara peninsula to Toronto—and I have taken that as the cost plus duty at Toronto, and I have simply taken the Montreal f.o.b. price on cars, and the price at Montreal on cars is more than the price at Toronto on cars of American coal. With that long distance in there to be taken care of and which at the present time can only be taken care of at all economically by boats specially built for the trade that can carry a maximum tonnage through the canals.

By Mr. Flemming:

Q. That is 2,000 tons?—A. Yes. That coal has to be transhipped at Montreal, at least, it is more economical to bring it in in large colliers to Montreal and then tranship the coal, that is if it was coming to Toronto.

Q. Boats carrying grain from Port Colborne to Montreal would be able to carry coal back?—A. They ought to be able to carry coal back cheaper rather than go back empty.

Q. How do you get your coal from Montreal to Brockville and Belleville and Ottawa?—A. Our coal going to Brockville is railed from Montreal. Our coal going to Belleville comes in over the car ferry—we have a car ferry operating from Charlotte to Cobourg—we take all our Lindsay coal that way and all our coal in Belleville territory.

Q. And your Ottawa coal?—A. Our Ottawa coal comes from Montreal, Nova Scotia coal, by rail.

By Mr. Cantley:

Q. Your charge then is half a cent a mile?—A. We just figure that charge for our comparative purposes. We have got to put something in. We bring some in here by car ferry (indicating). We bring some in by Black Rock. We take it by car ferry across Lake Erie. We take it up to Midland by water and Depot Harbour and Key Harbour and Port Arthur and Fort William and Duluth by water.

By the Chairman:

Q. That is all your central section?—A. Yes.

Q. From Cochrane to Winnipeg?—A. Yes. When we come to the West—

By Mr. Cantley:

Q. What is the western margin of that red group?—A. Winnipeg. That shows a little east of Winnipeg because we stock the Western coal at Winnipeg. That means we practically use it over the first divisional point east of Winnipeg, because it is put on the engines at Winnipeg going East, so we just extended that line halfway to the divisional point East as the engines going West would take W.S. coal at that terminal.

Q. This is your Western coal?—A. This is Western coal. We get this coal here from Alberta, all that coal comes from Alberta.

By Mr. Armstrong:

Q. Where in Alberta?—A. It comes from various points, some from Brazeau district, some from Mountain Park district. There are various grades of coal in the west but the best bituminous mines are located further west than Edmonton, they are approximately a thousand miles further west of Winnipeg.

Q. Do you use any of that lignite coal?—A. Very little lignite coal; it is used largely for domestic purposes, is not suitable for our locomotive purposes.

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By Mr. Bury:

Q. Have you used any coal from the Drumheller district?—A. No, not for locomotive purposes, that is purely lignite coal.

By Mr. Cantley:

Q. What is your objection to it?—A. In the first place, it is very high in moisture. The principal objection, at least one objection is we are not allowed to use it by the Board of Railway Commissioners during certain months of the year because it sparks so much, but its ultimate cost to us would be a great deal more than bituminous coal, as we would use so much more of it. In fact good bituminous coals out there are about equal to the best Sydney coals. We buy Drumheller and other lignite coal for station and boiler use.

By Mr. Flemming:

Q. What is your total consumption?—A. We will take in from Alberta this year I suppose about 1,300,000 tons of western coal.

By Mr. Armstrong:

Q. What is the cost of that at the mine, loading it?—A. You mean of this western coal?

Q. I mean where you load it by steam shovel, for instance?—A. We buy coal at different prices, on the cars, from the mines. The mines have their own tipples and just shoot the coal through their tipples on to our cars.

Q. What do you pay?—A. I do not think I would like to say. I would be glad to tell you privately. The only reason I object is (I have not the slightest objection to any of the members knowing) because these companies are all selling us coal and they are in competition with each other.

The CHAIRMAN: I would suggest that these prices would be obtainable from some of the operators of the mines.

The WITNESS: Or if there is any private information wanted by any member of the Committee we would be glad to give it.

By Mr. Cantley:

Q. In general terms, speaking of western coal, what sections do you get it from, the Crow's Nest?—A. No, we do not reach the Crow's Nest, it is reached entirely by the C.P.R. We do not get any Crow's Nest coal, at all, our coal comes mostly all from what we call the Coalspur branch south of Edson. We take about 200,000 tons of coal from Brazeau district. We get about a million tons off the line south of Edson.

By Mr. Bury:

Q. That is off the Coalspur?—A. Off the Coalspur branch; that is the branch that was built by the Grand Trunk Pacific to take care of their coal supply.

Q. And the balance you get from the Brazeau district?—A. Except I might just say we get coal from Vancouver Island, bring it across on car ferries, and bring it up as far as Kamloops. Alberta coal goes down about that far.

Q. Alberta coal and B.C. coal meet at Kamloops?—A. About there.

By Mr. Howden:

Q. Would it be fair to say that the cost of coal is approximately the same on all these three divisions you have there?—A. No, it would not, it varies. The most expensive coal we have is right down here in Nova Scotia.

Q. The most expensive?—A. Yes.

Q. Your cheapest coal would be in the central sections.—A. After we pay the freight and duty the coal in the central sections is just about equal. It

must be remembered we have got nearly $3 in freight and with duty, to pay on nearly every ton of coal that comes into that district, but notwithstanding that fact, the price is a little lower, I think, than we pay in Nova Scotia.

Q. What about the western coal?—A. The western price is about, I would say, 75 per cent of the Nova Scotia price. In other words, our Nova Scotia is the highest priced coal we have.

Q. That is as far as it pays you to take it east?—A. Yes.

By Mr. Flemming:

Q. You say your western consumption of Alberta coal is about 1,300,000 tons per year?—A. Yes.

Q. To what extent have you been extending the use of western coal?—A. We have been extending that right along. Taking this year, perhaps 200,000 or 300,000 ton more than the previous year. At the time of the strike in 1924, we stocked a lot of American coal in Winnipeg and it takes time to use that stock up but we have been extending east all the time. In 1924 the western mines got a big reduction in wages and the result enabled us to bring the coal farther east. During the war, and following the war the fuel controller fixed prices for coal in the west and those have gradually been coming down.

By Mr. Howden:

Q. With reduced cost at the mine you might even get it moved farther east?—A. Oh yes, we would get farther east with reduced cost. Generally speaking, I would say that we will.

By Mr. Bury:

Q. It is trying to get farther east now?—A. We want to use all the Canadian coal we can. For instance, if we took the bare cost of American coal at Winnipeg and Canadian coal at Winnipeg the Canadian coal would be higher, but on account of giving the Canadian mines a bigger tonnage, which we did by including the Winnipeg consumption, we got a lower price on all the coal we used farther west, so it works out that way to our advantage. If we take a divisional point east of Winnipeg, American coal could be landed there cheaper. We can buy American coal anywhere from $1.20 to $1.70 a ton; we cannot buy western coal for twice that; eastern coal for nearly three times that.

By Mr. Armstrong:

Q. If you were to concentrate your purchases in Western coal could the mines not deliver it to you cheaper?—A. There is no question with greater production they get lower costs but it is questionable to my mind if they could come very much farther east under present conditions, because when you reach the first divisional point east of Winnipeg your cost against western coal works out at about $2.90 a ton or more in favour of United States coal.

By Mr. Flemming:

Q. Is it not correct to say your difficulties would be greatly increased when you got to Fort William?—A. Oh yes. I think I could give you, in fact I have, a statement here which will give you an idea as to how the cost would work out at some points east of Winnipeg. To use western coal one divisional point east of Winnipeg it would cost us $2.90 a ton more.

Q. At Port Arthur?—A. No. Just to use it one divisional point, that is to say, one hundred and twenty miles east of Winnipeg.

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By Mr. Flemming:

Q. Does that American coal come up by boat to Port Arthur and Fort William?—A. Yes, it comes up by boat entirely.

Q. What is the cost?—A. The freight rates vary; the lowest freight rate is 30 cents.

By Mr. Cantley:

Q. From where to where?—A. From any point on Lake Erie to Port Arthur or Fort William. The rate depends, of course, on the rate of discharge. To Georgian Bay points we may have to pay ten cents more because we have not got the modern facilities for discharging the coal at those points, and despatch is what a boat to a large extent bases its rate on.

By Mr. Armstrong:

Q. Does that 30 cent rate include the cost of discharging?—A. No. For instance, our freight rate from the Pittsburg district is $1.63 and the dumping is eight cents.

By Mr. Cantley:

Q. What point?—A. Any of these points, 8 cents is the dumping cost; all ports on Lake Erie.

Q. Cleveland?—A. Cleveland, Ashtabula and Toledo, etc.

By Mr. Armstrong:

Q. What are the unloading charges?—A. There is a tariff charge, for instance, which the C.P.R. and ourselves have at Port Arthur and Fort William, of fifty cents; that includes cost of taking the coal out of the boat, dumping it on the dock, storing it on the dock and reloading it again when required.

Q. What is the actual cost of unloading?—A. That is a difficult question. Our cost, I would think, would be around perhaps about 25 cents, somewhere thereabout.

By Mr. Bury:

Q. That is just unloading on to the dock, but then you have got to add after that taking it from the dock and putting it into railroad cars either immediately or after storage?—A. Oh yes, it either has to be unloaded on to the dock or, perhaps, taken by a bridge and stored away and picked up by the bridge and dumped into the cars again.

By the Chairman:

Q. Is the equipment in use at the head of the lakes considered quite modern?—A. Yes, they are quite modern. We have a dock at Port Arthur which is not entirely modern, but we get a good deal of our coal at Fort William docks. At Fort William both the C.P.R. and the Fort William companies docks are quite modern docks.

Q. What I wanted to get at; improvements in the equipment would not decrease in any great measure the price.—A. No, I do not think so because the price is established by the companies having modern plants.

By Mr. Flemming:

Q. Have you figures you can give the committee showing the amount of eastern coal, American coal, and western coal that you are using? You have given us approximately the amount in each of these divisions at the present time; could you give us it three years back?—A. Well, I could give you three

years back, Mr. Flemming, but I really believe it would probably only confuse because, as I said, last year there was a strike in Nova Scotia. The year before there was a strike in Alberta, which meant we had to take in so much more American coal. I can give it to you if there is any advantage in having it.

Q. But the tendency has been to increase quite largely?—A. Quite largely. We have had that in view right along. I may say we have our own mines down in Ohio but they do not interfere or come into competition with any Canadian coal. Coal from them is used mostly on what we call our Grand Trunk Western line running from Detroit to Chicago, and in the district between Toronto and Detroit. As a matter of fact, we have not operated these mines for over a year because we can buy coal much more cheaply, we can buy the coal cheaper to-day in the non-union districts.

By the Chairman:

Q. This purchase of West Virginia coal is increasing?—Yes. The situation up there is changing to this extent; up to two or three years ago most of the coal we bought in the States came from the union districts, in the Pittsburg and Ohio districts. Now, due to the large number of non-union mines operating in West Virginia it is cheaper for us to buy coal there.

By Mr. Armstrong:

Q. Do you expect these advantageous conditions in West Virginia are likely to continue?—A. I do not see how they can indefinitely. The Jacksonville agreement, which was entered into three years ago by the Pittsburg and Ohio and Illinois operators expires in April next and the supposition is there will be some adjustment of wages at that time.

Q. The non-union mines are causing a decrease in price?—A. Yes. There are a great many of them on the 1917 scale which was the scale the union mines are trying to get.

By Mr. Cantley:

Q. In regard to the coal properties which I understand were owned by the Grand Trunk in the United States, I understood you to say you were not operating any of them at the present time?—A. No, we have not operated them for over a year.

Q. Since when?—A. For over a year, year ago first April last we stopped running those mines.

Q. What was your cost?—A. Our cost at that time ran about $2 a ton.

Q. On the cars?—A. On the cars, yes. We had production of from a million and a quarter to a million and a half tons per year.

Q. You discontinued that, I understand, purely on a question of cost, not quality?—A. No, on the question of cost entirely.

Q. Just one other point. Take the West Virginia coal costing you, say, $1.20 at the mine, what is the total transport charges from the mine to, say, Fort William?—A. Well, that particular coal we would not send there, because we ship screened coal by water. Take coal, say, at $1.30 a ton; the freight rate on that to the lake would be $1.89 and the freight rate to Port Arthur would be 30 cents, duty would be 50 cents; that would be $3.99 alongside at Port Arthur or Fort William.

Q. Including $1.30 cost?—A. Including $1.30 cost.

By Mr. Bury:

Q. Then you have cost of 50 cents for trans-shipping?—A. Cost of unloading and storing.

Mr. CANTLEY: That is included in the $4.

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Mr. BURY: No; it is not included.

The WITNESS: That would be another 50 cents. If we are going to take the price f.o.b. the car your price would be $4.49.

By Mr. Bury:

Q. You said a minute ago that you could get coal a little bit east of Winnipeg, American bituminous coal, at a dollar something a ton is what you said—

Mr. CANTLEY: I did not hear that question.

Mr. BURY: I understand Mr. Vaughan said sometime age he could get American bituminous coal at something like one dollar a ton.

Mr. FLEMMING: Less than Alberta.

The WITNESS: Yes, I said $1 a ton, but in checking my figures I think it should be $2.90 a ton. You take a place like Reditt, the first divisional point here on the Transcontinental; if we used Canadian coal that far east then the cost would be over $2.90 a ton more than bringing American coal up from Port Arthur.

Mr. HOWDEN: He did tell me Virginia coal was $1.20 at the mine.

Mr. BURY: No, I am not talking about that, I am asking about something he said a quarter of an hour ago.

By Mr. Cantley:

Q. In your opinion, what is the relative value of the American coal used in that central red portion, western coal, and eastern coal.—A. Well, we are undoubtedly able to get a better quality of coal from the United States than we can in Canada. That is due to the conditions existing there. We have got a number of mines located on our own line in Canada and, of course, we have got to take the quality of coal those mines produce, but to-day we can go over to the States and take any coal we want to buy for that territory. Therefore, we are getting more value, I would say, out of the United States coal we are buying than we are out of the Canadian coal.

Q. Due to the depressed condition of the coal trade?—A. Yes, but if conditions were normal and there was an active demand for coal in the United States we would not be able to pick and choose as we do now. We inspect every ton of coal we buy from the United States before it is loaded on the cars so that our coal is nearly all hand-picked; we are able to get what we want.

By Mr. Bury:

Q. That is due to the rather abnormal condition in the States?—A. Yes; the coal trade has been very much depressed there for two or three years.

By Mr. Cantley:

Q. Would you mind telling the Committee what your experience was in obtaining supplies of coal during the war?—A. During the war we had to take coal wherever we could get it. For instance, we had difficulty in getting coal from our Nova Scotia friends and had to rely on American coal, and we also had to take on American coal very far west. At that time we took every pound of Canadian coal we could get but we had a great deal of difficulty getting coal of any kind during the war.

Q. So far as the eastern coal is concerned that condition was brought about by the fact that in Nova Scotia we had to bunker practically all the British ships that came in which called for an enormous quantity of coal, we had no freedom in the matter. Following that, and I will ask you whether I am right or not, it was stipulated we had to bank 400,000 tons of coal one winter so as to ensure a supply of coal to the railroads in the ensuing summer; that statement is correct, is it not?—A. It probably is correct, yes.

Q. I am not suggesting that was done—A. From year to year it is pretty hard to keep track of all these conditions.

Q. I am not suggesting that that was done by the railroads?—A. No.

Q. My point is it was done by those in authority.—A. Yes.

Q. By the fuel controllers, as a matter of fact.—A. Yes, I think that is right. Of course, the British Empire used to, I think, always bank coal down there, did they not?

Q. My point is this; they were ordered to bank 400,000 and reserve that for the Canadian railroads and that coal they could not sell to anybody irrespective of who wanted it or whatever demand might be made. My point is to show simply this, frankly; that during the stress of the war the railroads were dependant on Nova Scotia coal so far as the eastern section of the country was concerned?—A. Oh yes, we were.

Q. And failing that supply, I do not know what would have happened, you would have had a very alarming shortage because at that time you could not get it from the United States because the United States were in the war themselves.—A. I would say this for our United States friends; they were very good to us during the war, that is, they gave us an equal pro rata with themselves, a very good share of the tonnage.

Q. For the most part that is true?—A. Yes.

By Mr. Armstrong:

Q. You say that you inspect every car of coal at the mine before it leaves the mine?—A. Yes.

Q. Would you be good enough to tell us what are the inspectors' duties?—A. Well, those inspectors are all our own men and competent men who have had experience in that line of business. They report to our respective regional fuel agents and they stay at the mine and watch the coal going over the tipple and they watch the screening of the coal and they watch the picking tables to see that all impurities are picked out of the coal as it goes over the screen or tipple. They, of course, cannot watch everything in detail, but they watch as much as they can. We have an inspector at every mine.

Q. My object in asking that question was this: If the province of Ontario are shipping down large quantities of coal from Alberta it would be wise for the provincial government to appoint inspectors?—A. I think so. We do the same out west, we have inspectors at all mines.

By Mr. Cantley:

Q. You also have them in the east?—A. Yes, we have inspectors at all mines and it only costs us a fraction of a cent a ton and we find it pays very well.

By Mr. Bury:

Q. What is the average size of your coal truck?—A. Well, I would say, about fifty ton is our open top car, they are mostly fifty ton.

Q. You have none bigger than that?—A. No. When I say fifty ton they will carry perhaps, sixty to seventy ton of coal. In the United States they have some one hundred and twenty ton cars. These big machines that unload coal into the vessels on Lake Erie, with what they call coal dumpers, they will pick up a hundred and twenty ton car and dump it right into the vessel; that is one of the reasons they can do it so cheaply.

Q. Your largest present rolling stock would be?—A. They are what are known as fifty-ton coal cars.

Q. They will carry seventy ton?—A. They might carry that tonnage.

Q. My reason for asking that question: In estimating the cost of the coal haul from the Alberta mines to Toronto an average train load of 1,800 tons

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was taken. Is it not possible to increase that train load to 2,500 tons or 3,000?—A. Of course, your train load is governed to a large extent by your grades, your motive power; your equipment and everything of that kind.

Q. Anything else besides traction power of the engine and the cars?—A. By your grades and other physical conditions.

Q. Are the engines not built to haul more than 1,800 tons?—A. Most of our engines, most all our power is modern equipment.

Q. I do not know whether you know anything about the different departments of the road, it may be out of your line, but in the evidence given before the Commons committee in 1923 the route was divided into different sections. For instance, from Coalspur to the main line we were told the average freight haul was 1,750 tons. I think then the next section was from the main line to, perhaps, Edmonton, and then average train haul was much bigger?—A. Yes.

Q. And then there were parts of the line east of Edmonton where the average train haul went away up to 3,000 tons and over 3,000 tons?—A. Yes.

Q. Now, what I am getting at is this: Is there any way by which a train load of 2,500 or 3,000 tons could be assured in a big coal movement from the western coal fields?—A. Well, I have no doubt whoever gave those figures based his opinion upon the grade and the ability of our existing engines to haul the tonnage over the existing grades. Take, for instance, the Coalspur branch, is a mountainous line.

Q. Yes, but it is down grade.—A. Well, it is down grade, but it is zigzag all the way up, like a switchback, and of course it has lighter rails on it than on other points of the line, and you cannot put a heavy train, heavy motive power on light rails.

Q. Who would be able to give us the best information on this?—A. I think you ought to get Mr. Hungerford, our Operating Vice-President, or one of his assistants.

Q. There is another matter I would like to ask, and that is this: Assuming that we, as we will, investigate water transportation of domestic coal from the head of the lakes to Toronto and other eastern points, who would be the best person to tell us as to the most up-to-date handling equipment on the docks for loading and unloading coal in large volume?—A. Well, it all depends what kind of information you want. If you want to get information as to the modern appliances at most of the dock ports, you can get everything you want out of this book.

Q. It is a matter of transportation?—A. Yes, it is a matter of transportation. Of course, what I was going to say was this: take the Pennsylvania, they have recently put up a big car dumper at Lake Erie. That car dumper would probably cost a million dollars in Canada. There are so many other features enter into that; take for instance, we are not equipped with enough open type cars which have to be used with these car dumpers. Nearly all the coal cars we have in the east, particularly the heavy cars, are used in going down to the mines and bringing back our own coal. In the west our coal, or a large part of it, is handled in box cars. We have a surplus of box cars during certain seasons and it is necessary to move coal right in the box cars.

By the Chairman:

Q. As economically as they do in open cars?—A. No. There are absolutely no facilities at the head of the lakes to handle box cars into boats at the present time. The only way to handle a coal movement from western Canada down to eastern Canada by water would be to erect these big unloaders, and then you would have to have a lot of cars if the coal were to move in volume.

By Mr. Bury:

Q. Wait a minute, before you leave that. The cars, in the case of the big modern unloader, could not be box cars?—A. No, they could not be box cars, they would have to be open type cars.

Q. Do you know what effect that would have on the western domestic coal, that is, the high class lignite?—A. I think a good deal of that coal would not handle well in open cars. That coal when exposed to the weather slacks very quickly and it would be unsatisfactory coal by the time it got to the point of consumption.

By Mr. Armstrong:

Q. That would be from certain mines?—A. Yes. Well, generally speaking the Drumheller coal is high in moisture and that coal slacks very quickly when exposed to the weather.

Q. Is it not true, as it gets farther east the moisture in the atmosphere is much greater?—A. There would be some moisture go out of it, but not a great deal.

Mr. CANTLEY: It is not the moisture in the atmosphere, it is the moisture in the coal.

Mr. ARMSTRONG: The moisture is taken out of the coal by the atmosphere.

The WITNESS: That is largely the way it comes from the mine. American coal has very little moisture in it, some mines less than half of one per cent. You will get western coal with ten, twelve, and twenty per cent moisture in them. That moisture is in the coal as it comes out of the ground.

By Mr. Armsrong:

Q. That might be, but would it not be feasible to cover these open cars with canvas or something?

Mr. CANTLEY: Mr. Armstrong, allow me; what happens is this: you take the lignite that has got 12 per cent moisture, if you get down to freezing weather the moisture in the coal freezes solid like a chunk of ice; when it does it disintegrates. In hot weather it comes down in moisture to some extent, evaporates, and again it disintegrates.

By the Chairman:

Q. In your opinion Drumheller coal could not be transported economically in open cars?—A. Well, I do not think it could be transported economically with the loading facilities at the head of the lakes.

By Mr. Bury:

Q. Can you speak of any method by which transporting that coal in closed cars, trans-shipment at the head of the lakes could be in any way facilitated in a similar manner to which they dump the grain cars?—A. The grain cars are tilted up but, of course, grain will flow much easier than coal.

Q. Still you think there would be some way by which they could lift up the side of the coal car, have one side that would lift up some way and shoot it out.—A. There might be somebody with a mechanical turn of mind who could, if necessity demanded it, invent something of that kind.

By the Chairman:

Q. That would be entirely to meet the coal situation.—A. I do not think anybody would want to spend the money in equipment at the head of the lakes unless they were assured of a specific tonnage. Then you would have the ore rate to compete with, your coal rate coming down would have to compete with your ore rate from Duluth which is about 70 cents.

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By Mr. Armstrong:

Q. You think it would be about 70 cents to bring the coal down?—A. Based upon your ore rate to-day.

By Mr. Howden:

Q. There seems to be more or less a prevalent idea that conditions for transportation or shipment may be so improved as to materially lower the cost of the coal in a general way; in a general statement do you think that is possible?—A. Are you referring to Western coal now?

Q. All coal; it has been put out as a possible suggestion by members of this Committee?—A. Only economical way of handling coal, of course, is by having cars as large as you can and engines as large as you can to pull the biggest train load possible.

Q. Quite so; but from your own standpoint do you see any prospect in the future of conditions being so improved that the cost of coal will be materially lowered?—A. I do not believe so, no.

By Mr. Armstrong:

Q. You do not mean to say, Mr. Vaughan, that you are hauling coal as economically as possibly in these grain cars such as come down to be distributed in the Province of Ontario, surely?—A. I do not.

Q. You do not believe that is an economical way of handling coal from the West?—A. Oh no.

Q. The way in which you are handling it now?—A. No.

Q. If the cars were twice the size you could handle them for less money per ton?—A. If we had open top cars and that coal would handle in open top cars and we had return loads for the cars, I would say we could handle it at a minimum cost.

Mr. GERSHAW: That is all prospect.

By Mr. Armstrong:

Q. As far as Port Arthur and Fort William, how large a car could you handle, 100-ton cars, for instance?—A. Not on many of our lines, on some of our lines.

Q. 75-ton cars?—A. Yes, we could handle 75-ton cars.

By Mr. Bury:

Q. And the cars now employed on the Western coal movement will carry about 30 or 40 tons?—A. Yes, the box cars would not average more than between 30 and 40 tons.

Q. What would the biggest car carry, supposing it is filled?—A. With coal?

Q. Yes?—A. 32 to 35 tons. (Box cars.)

Q. So that even with the biggest box cars you could not get more than about 32 to 35 tons in a car?—A. No.

Q. How many cars could be taken on a train?—A. There it depends on the district again. We have hauled 100 cars of grain on some trains.

By the Chairman:

Q. But not on all divisions?—No, only on some.

Q. What would be the minimum?—A. Well, the minimum; when we get down to hauling coal out of some of the mines we get down to a very low tonnage, perhaps, 20 cars, depending upon grades and other conditions.

By Mr. Howden:

Q. The point is, there is not very much hope for much lower costs in the near future?—A. I do not think there is. If you take our rates—I do not want to get into a discussion on freight rates—but if you take our rates and compare

our rates with those in the United States where they have their 100-ton cars, most modern equipment, and their expenses are lower, their freight rates are proportionately higher than ours.

By Mr. Bury:

Q. I was not thinking of a comparison of rates. What I was thinking was that these rates were worked out on that 1,800 tons train. It seems quite plain to me that unless it is possible to take a train of 2,500 or 3,000 tons we cannot get down to the rate that we want but if we could do that in any way we could get down to a rate that would be economical?—A. Well, I am, of course, in favour of using all the western coal that can be used in the east. There is just one thought that comes to my mind; we are buying coke at the Niagara frontier for $6.20.

Q. What for?—A. We are using it for domestic purposes. Well now, that western coal could not be brought here to compete against that coke at $6.20 at the frontier.

By the Chairman:

Q. Is this good quality coke?—A. Yes.

By Mr. Bury:

Q. $6 a ton?—A. Yes.

By Mr. Armstrong:

Q. You made a statement a few minutes ago to the effect that the Pennsylvania road, I think it was, put in a dumper on Lake Erie costing a million dollars?—A. It cost them I think about $800,000; I said a million would be at least our cost up in this country.

Q. But that would include all railroad facilities leading to the dumper?—A. No, this was just new car dumper.

By Mr. Cantley:

Q. A car dumper would include the structure?—A. It is steel structure with telescopes; it is a very elaborate affair.

By Mr. Howden:

Q. There is no immediate prospect of displacing American steam coal by Canadian coal; it gets down entirely to the matter of price and conditions do not seem to lend themselves to that.

By the Chairman:

Q. Are the prices of coal in the west going down?—A. They have been going down but they only go down as they increase their production and get reduction in the wages. They have been decreasing a little in the last year or two but we have only been able to get decreases as the wages alter.

Q. Existing wage situation?—A. Wages are the determining factor in the price of coal.

By Mr. Armstrong:

Q. If the workmen had work all the year around they would be able to reduce the cost?—A. I do not believe they would get their labour schedule very much lower. They might get more production per man at the mines but that is something they have been trying to get for some time.

By the Chairman:

Q. I understand, Mr. Vaughan, that the production per man in West Virginia is considerably greater than it is in any of our Canadian mines?—A. It is, yes.

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The CHAIRMAN: This information we will get from the operators a little later, it would not be fair to ask Mr. Vaughan, or any one connected with the transportation problem to give us this information.

The WITNESS: That is one thing we are trying to discover ourselves, is the cost.

By Mr. Armstrong:

Q. You have not given us anything as far as transporting Alberta coal to Ontario. Have you not a suggestion to offer that would improve the present conditions in the way of transportation?—A. Well, that is something that our folks have given a good deal of thought to, Mr. Armstrong, but in view of the very low price of American coal and coke it, perhaps, looks to be a very difficult thing for Canadian coal to meet U.S. competition in Ontario. Now, you have got coking plants in Hamilton, and the British Empire Steel are bringing up a lot of coke into Montreal that they produce in Sydney.

By the Chairman:

Q. Any farther west than Montreal?—A. I think they have probably moved some coke to Ottawa. It seems to me one of their men told me they had.

Q. Would you have any idea of the price of that coke landed in Ottawa?—A. I do not know. I suppose it probably runs maybe, perhaps, $9 a ton on cars at Montreal wholesale or something of that kind.

Q. It could be brought in below the price paid for American anthracite?—A. I think so.

By Mr. Armstrong:

Q. Getting back to that question I asked you about any suggestion as to the improvement of conditions in moving Western coal east; you had not quite completed your statement?—A. Well, to be candid on that, I would rather you spoke to the people who made the statement before on these matters because they dealt with that from a transportation and traffic standpoint and I think it would be better to get them to discuss that feature.

Q. You believe that 100-ton cars could be handled successfully from practically all the mines to Port Arthur and Fort William?—A. Well, only where conditions would permit it. Our tracks in a good many cases may not be heavy enough. On some of our branch lines we have only 60-pound rails and we would probably have to replace a good deal of that rail. Of course our main line has 85-pound rails from Edmonton east.

By Mr. Bury:

Q. I want to find out what features are involved in bringing up the possible freight haul from 1,800 to 2,500 or 3,000 tons, what features were involved in that, and you say Mr. Hungerford can tell us?—A. Yes.

Mr. BURY: Because it then will come to the question as to whether it might not be wise to try and get the Government to make some concession for the purpose of bettering the grade or making your rails heavier or doing whatever is necessary for the purpose of enabling us to get 2,500 or 3,000-ton train haul.

The WITNESS: I think Mr. Hungerford, or someone in his department could give you more information because he and his engineers have made a study of that for some time.

By Mr. Armstrong:

Q. Just one more question, Mr. Vaughan, and it is this: You have made a statement in regard to that dumper costing a million or $800,000, and it is not practicable to suggest any such proposition; but is it not true that dumpers

that are doing most of the work at Toledo and around Cleveland are dumpers that only cost, actual cost of the dumper itself is perhaps $150,000?—A. I do not think you would get any for that; I would say the average cost there would be half a million dollars, anyhow.

Q. That would include all rail facilities to the dumper and everything connected with it?—A. It might include some rearrangement of the tracks to the dumper, or something of that kind. You take those docks at the Head of the Lakes for discharging coal; lots of those docks cost a million dollars or more.

By the Chairman:

Q. Those at Port Arthur and Fort William?—A. Yes.

By Mr. Armstrong:

Q. The Government have docks at Port Arthur and Fort William that could be used for that purpose?—A. Could not be used for dumping coal. They are built for discharging coal; it requires a different kind of plant entirely to dump coal into the boats. If coal were being handled there now to the Head of the Lakes, or to Georgian Bay points, it would be very slow operation, it could not be done with the present equipment.

By the Chairman:

Q. Do you mean that special transportation facilities would be required?—A. Special dumping facilities would have to be arranged to dump that coal.

Q. Both at the starting and landing points?—A. Yes, both at the starting and landing points.

By Mr. Armstrong:

Q. With the present rail facilities you could not handle 75-ton coal cars?—A. We can on our main lines, yes.

Q. Have you the equipment at the present time?—A. We have not got open type equipment, that is if coal were going to move in any volume.

By Mr. Armstrong:

Q. What is the cost of a 35-ton coal car?—A. O, it would cost perhaps something between $3,500 and $4,000 per car.

Q. You are getting 100,000 tons of broken coal from the Acadia this year?—A. Yes.

Q. That is going up to Levis and Montreal?—A. Yes.

Q. What engines are you using that on?—A. Well, we are going to use that on the 6,000 class.

Q. With automatic stoker?—A. With automatic stoker.

Q. That is the reason?—A. That is the reason we want it sized.

Q. That is the reason you want hard coal?—A. Yes.

Q. Acadia coal being considerably harder?—A. It handles well in the small size.

Q. That has proven very satisfactory?—A. Yes.

Q. You had it last year?—A. Yes, and we are getting more of it this year.

Q. They began shipping it, one or two steamers have sailed from Pictou?—A. Yes.

Mr. ARMSTRONG: Where does the bulk come to, Montreal?

Mr. JENKINS: Most of it comes to Levis.

Mr. ARMSTRONG: None of it going farther east from Levis?

Mr. JENKINS: Yes, goes to Rivière du Loup.

Mr. ARMSTRONG: Below that point you take it by rail?—

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Mr. JENKINS: Take it down by rail.

Mr. ARMSTRONG: You have had no coal into the lower ports, for instance, New Castle?—A. Not this year.

The WITNESS: No, we are doing all that by rail.

The CHAIRMAN: No more questions, Mr. Vaughan.

The WITNESS: If there is any information you want in connection with our points of consumption or anything of that kind I will make you a statement if you wish showing how the Canadian coal and American coal would be divided.

The CHAIRMAN: I would appreciate that very much.

Mr. CANTLEY: I would like to say this. The Canadian National are bringing 600,000 tons into the St. Lawrence, the C.P.R. are not bringing in a ton of coal into that district.

Mr. HOWDEN: That is what I say, let us get that cleared up.

The WITNESS: I might say with this additional 150,000 tons to be taken to Ottawa and Brockville we will move about 750,000 tons up from Nova Scotia by water this year.

Mr. CANTLEY: There is three-quarters of a million tons and the C.P.R. are not bringing any.

The CHAIRMAN: That is why we are asking the C.P.R. representative to appear before a special meeting to-morrow at 11 o'clock.

The WITNESS: That is one reason I did not want to give prices because I know the British Empire are negotiating with them and they give certain prices for certain districts.

Witness retired.

Committee adjourned at 12.55 until 11 a.m. to-morrow, June 2nd, 1926.

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SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 4

MINUTES OF PROCEEDINGS AND EVIDENCE

WEDNESDAY, JUNE 2, 1926

WITNESSES HEARD FOR EVIDENCE:

Mr. Thomas Britt, General Fuel Agent, Canadian Pacific Railway.

Mr. James Dougall, representing the Canadian Pacific Railway Company.

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MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
WEDNESDAY, June 2, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11.00 a.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong. (Lambton), Bury, Cantley, Flemming, Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), and Neill.

In attendance:—Mr. Norman Guthrie, representing the General Manager of the Canada Steamship Lines, Mr. Thomas Britt, General Fuel Agent, Canadian Pacific Railway and Mr. James Dougall representing the Canadian Pacific Railway Company, also Mr. Hotchkiss.

The Minutes of the last Meeting were read and approved.

Mr. Cantley submitted the question of having the Premiers of the provinces of Nova Scotia, Quebec, Ontario and Alberta appear before the Committee at an early date. After consideration thereof, the Chairman submitted that said question might be dealt with under the order of business for next meetings, which was agreed to.

Mr. Guthrie, having obtained leave to address the Chair informed the Committee of a letter he had received from the General Manager of the Canada Steamship Lines expressing his regrets that no earlier attention had been given to the Committee's invitation to assist in the present investigation.

Mr. Cantley moved that the Canada Steamship Lines be advised to have their representative appear next Tuesday.
Motion carried.

The Committee then proceeded to consider the evidence given by Mr. Britt and Mr. Dougall who, after being sworn, were examined relative to quantity and class of coal used by the Canadian Pacific Railway on all their lines, comparative costs of eastern and western coal, etc. (See evidence in No. 4 proceedings.)

Witness Mr. Britt was discharged.

Witness Mr. Dougall will continue his evidence next Tuesday.

Mr. Bury moved that Mr. Hungerford, Vice-President of the Canadian National Railways be invited for next Tuesday.
Motion carried.

The Committee then adjourned until Friday, June 4th, at 11.00 a.m.

V. CLOUTHIER,
Clerk of the Committee.

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MINUTES OF EVIDENCE

COMMITTEE ROOM 435,
House of Commons,
WEDNESDAY, June 2, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 o'clock a.m., the Chairman, Mr. Lapierre, presiding.

THOMAS BRITT called and sworn.

By the Chairman:

Q. Mr. Britt, you are the General Fuel Agent for the Canadian Pacific Railway?—A. I am.

Q. You have been in that position for how many years?—A. Eighteen or nineteen years.

Q. And your duties are to purchase the entire coal supply of the Canadian Pacific system?—A. No, not the entire; part of the coal supply, for the western territory is purchased from Winnipeg; it is the local supply.

Q. The local coal? That is the coal used on the eastern section of your railroad system?—A. No. The coal that is used on the western section is brought from Winnipeg but whatever eastern coal is sent to Fort William for the east end of the western line I buy, along with the other eastern coal.

By Mr. Cantley:

Q. You buy all the coal used from here?—A. East of Fort William.

By the Chairman:

Q. Have you prepared any statement with regard to the purchase of your coal, Mr. Britt?—A. Well, I have got our purchases for last year as to the volume. The last year there was American coal purchased for the lines east, approximately 1,600,000 tons. Canadian coal for lines east, approximately 65,000 tons. Canadian coal for lines west, 1,700,000 tons. Our American anthracite coal purchases both east and west, all purchased in the east, about 7,000 tons. I might explain in connection with the American anthracite, that that coal is practically used exclusively for Baker heaters and coaches, to supplement the steam heat when necessary.

By Mr. Cantley:

Q. How much did you say?—A. 7,000 tons. And we bought British anthracite, about 1,200 tons. The major portion of our heating of stations on the lines west is practically all western coal.

By the Chairman:

Q. West of?—A. Fort William. On lines east practically all our stations are heated by coke. We have been burning coke in our stations for several years. Our purchases of Canadian coke last year were 11,000 tons.

By Mr. Bury:

Q. Canadian coke, you say?—A. Yes, Canadian coke, 11,000 tons, and American coke, 1,300 tons. In addition to what figures I have mentioned there

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we use for bunkering our steamers on this side of the water, that applies to Quebec, Montreal and St. John, American coal 21,000 tons, and Canadian coal 41,000 tons. Of the American coal that I mentioned there, that 15,000 tons, 5,000 tons of that was American coal bought by the Besco Company during the time of the strike which they supplied to us.

By Mr. Cantley:

Q. 15,000 out of 21,000?—A. Out of the 41, I gave you there,—American coal is 21,000 tons which includes 5,000 tons which was delivered as a substitute for Canadian coal, and our Canadian coal was 41,000 tons.

By Mr. Flemming:

Q. Those figures are your supplies east of Fort William?—A. Yes; of that there are 5,000 tons of the anthracite, 5,000 tons for west of Fort William.

Q. But all the other figures apply to your——A. Eastern lines.

Q. —requirements east of Fort William?—A. Yes sir.

By Mr. Bury:

Q. What coal do you use on your steamers?—A. Which steamers do you refer to?

Q. C.P.R. steamers, any of the steamers; what steamers have you, what steamer lines have you?—A. We have got the Atlantic, Pacific Ocean, rivers and lakes.

Q. What about the lakes?—A. On Lake Superior, inland lakes, we use American coal. On all our western steamers we use Canadian coal where the steamer is not equipped as an oil burner.

Q. That is on the Pacific?—A. Pacific and in the inland lakes.

Q. On the inland lakes you use American?—A. On the inland lakes we use Canadian coal where the steamers are coal-burning; there are a number of the steamers, of course, that are oil-burning.

By the Chairman:

Q. What is the source of supply for your western coal?—A. We get some of it from the far western end, from Vancouver Island; we get more of it from off the line to Kettle Valley; some of it in British Columbia, Fernie, and more of it in Alberta.

Q. How far east on your system do you use that western coal?—A. We are using that as far east as Kenora, that is the terminal east of Winnipeg.

By Mr. Armstrong:

Q. On all your lines?—A. All lines. That is from the west, we are coming from the west east; the western lines use Canadian coal as far east as Kenora.

By Mr. Howden:

Q. Your engines take on Canadian coal east of Kenora?—A. I do not know, sir, I am not personally conversant with that.

The CHAIRMAN: Very likely they do.

The WITNESS: What would more likely be, the engines running westward would take Canadian coal, and engines running eastward would take American coal.

By the Chairman:

Q. At Fort William?—A. No, Kenora. There is no other coal at Kenora but the Canadian coal.

By Mr. Howden:

Q. Your engines would coal east of Kenora?—A. Yes.

The CHAIRMAN: At Fort William; that is the next divisional point west.

By Mr. Dougall:

Q. Is not it true you use Alberta coal east and west bound out of Kenora, you take Crow coal out of Kenora?—A. East and west.

By Mr. Armstrong:

Q. Is there any likelihood of your reaching Fort William to use Canadian coal both ways?—A. I do not think so.

Q. Why not?—A. Because what they are doing at the present time is largely a matter of policy to help the western lines.

Q. That is, they are coming as far east, economically speaking, as they can?—A. Well, personally, I think they are coming too far east, but as a matter of policy we decided to do that.

By Mr. Howden:

Q. Could you give us offhand, the difference between what the coal costs you at Kenora and the lignites?—A. I have not got the figures, sir.

Q. That is to say, the western coal at Kenora and the eastern coal?—A. I have not got the figures for either one or the other.

By Mr. Bury:

Q. I suppose for your lake boats you coal up on the American side?—A. Our lake boats coal at Fort William and sometimes at Port McNichol. We do not use a very great quantity of coal on the lakes; we have only got five boats.

By Mr. Howden:

Q. Can you tell me if that lignite coal is cheaper than the Kenora coal?—A. I do not handle the western lines, they are all handled in Winnipeg.

By Mr. Cantley:

Q. Perhaps you could get the information and let the committee have it later?—A. If the company cared to do so.

Mr. DOUGALL: Might I state that it is hardly fair to ask Mr. Britt, the prices of our fuel.

Mr. ARMSTRONG: It was understood yesterday, as far as the C.N.R. were concerned—

Mr. DOUGALL: It is hardly fair.

Mr. ARMSTRONG: We would not insist upon it.

Mr. HOWDEN: I was going to ask the question with regard to the information we had yesterday in reference to the comparative cost of eastern and western coal.

Mr. ARMSTRONG: They were given to us yesterday.

Mr. HOWDEN: We were given to understand that eastern coal was cheaper to the company than the western coal and that it got as far east as Winnipeg. I submit, Mr. Chairman, so far as the figures or costs were concerned, there was no hesitation yesterday. We were not asking for exact figures, we were asking for comparative costs.

The CHAIRMAN: I had reserved it for the mine operators to give us the exact price on coal at the mouth of the pit, and to get the cost of transportation

KEYCHEM PAMS, Series 3 (M.G. 7, I, Volume 7)

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from our transportation expert. I can very readily understand that the purchasing agents of two large corporations would have some hesitation in giving prices, which are more or less competitive, to this committee. I believe we can get that information in some other way.

Mr. HOWDEN: We are not asking for the price, we are asking whether one coal is cheaper than the other.

The WITNESS: I have told you they are moving coal to Kenora, as a matter of compassionate policy, put it that way.

Mr. CANTLEY: Yesterday the representative of the Canadian National Railways gave us definite figures of what the coal was costing at various points.

Mr. HOWDEN: He did not tell us what this coal cost at Winnipeg, he said there was a difference of $2 and some cents.

Mr. CANTLEY: He gave us figures at Fort William.

By Mr. Gershaw:

Q. Is that coal shipped in box cars, closed cars from the west?—A. I am not familiar with that. I would presume it would be, the bulk of it; I am not prepared to say because I do not handle the details of the western end.

Mr. DOUGALL: I can answer that.

By Mr. Gershaw:

Q. You do not know whether it is put stored in closed sheds, or in the open?—A. Stored in the open.

By Mr. Bury:

Q. Banked?—A. Banked, yes; we have got no coal shed at all.

By Mr. Armstrong:

Q. Does it keep in good ~~order~~ condition when it is banked?—A. I have not heard any complaints about it. Remember, that is steam coal, that is not domestic coal; I am talking of bituminous coal which would not weather the same as your domestic coal, lignites. Some coals will not weather the same as others.

By Mr. Bury:

Q. Your evidence is all about steam coal.—A. That is all. I do not profess to know anything about the other.

Q. And as far as steam coal is concerned, so far as you know, that banks all right.

The CHAIRMAN: Mr. Dougall is a representative of the C.P.R. and as he will very likely be asked questions, I think he should be sworn.

JAMES DOUGALL called and sworn.

Mr. DOUGALL: Crow coal will stand storing indefinitely.

By Mr. Armstrong:

Q. Which?—A. Crow coal, Crow's Nest Pass.

Mr. CANTLEY: I did not hear the answer; what is the statement.

The WITNESS: It will stand storing indefinitely. Crow's Nest bituminous, either from Fernie or Alberta.

By Mr. Bury:

Q. Do you know as to any other bituminous coal from the west; for instance, do you get any coal from Brazeau, or do you get all your western coal— —A. We do not get any coal from Brazeau because Brazeau is on the Canadian National and is part of their system.

Q. Your bituminous coal from the west comes entirely from Crow's Nest?—A. No sir. It comes 75 per cent from the Crow's Nest and the balance comes from the Canadian Pacific main line west of Calgary, at Canmore.

By Mr. Armstrong:

Q. And the coal you are speaking of now does not disintegrate?—A. No, sir; it is about 80 per cent slack as mined.

By the Chairman:

Q. Run of the mine?—A. Yes sir.

Q. That coal is transported in ordinary coal cars?—A. It is transported according to the requirements of the railroad. Sometimes if they are moving box cars eastward they shoot their boxes into the mine and they load them by loaders. If they have lots of open cars, steel dumps, they use them. It depends entirely on the requirements of the operating department of the road.

By Mr. Bury:

Q. In other words, box cars are not used because that type of car is required; an open car is just as good as that.—A. It is better, because when the fuel men come like, Mr. Britt, want to stock coal in their dumps, they put a track over the top of their stock pile, and they can dump their bottoms and save themselves some money.

By Mr. Howden:

Q. Is your Canmore coal the same as the Crow's Nest?—A. No sir.

Q. It is anthracite?—A. No sir. It is a little different from the Crow coal. Our coals on the Crow are straight bituminous coal, and the Canmore coal is slightly different, it is between bituminous and anthracite. The other anthracite mine is about 16 miles west of Canmore.

By Mr. Armstrong:

Q. Are there any mines that furnish coal of domestic quality similar to that which is furnished from the Drumheller field?—A. No sir, not in the Crow's Nest pass.

By Mr. Howden:

Q. But the other is more or less similar?—A. I beg your pardon.

Q. The Canmore coal is more or less similar to the Drumheller coal?—A. No sir; the Drumheller coal is a lignite, the coal from Canmore is bituminous.

By Mr. Cantley:

Q. Or Semi-anthracite.—A. It is not semi-anthracite, sir.

Q. Where do you get the semi-anthracite from that you referred to?—A. It is not semi-anthracite. I said it was a little different from the bituminous, you see, due to pressure. There are some anthracite coals, so-called, that are not being mined at the moment. The C.P.R. closed their Bankhead mines many years ago.

Q. I thought that was the coal you referred to.—A. No, I am speaking of Canmore.

By Mr. Armstrong:

Q. The semi-anthracite mines are closed, as you say?—A. Yes sir.

Q. Would that kind of coal be suitable for domestic purposes?—A. The Canadian Pacific Railway for many years attempted to put that coal on the market, but it was not commercially possible, so naturally, in their good judgment, they closed it down.

MICHEL PALLIS, Series 3 (R.G. 2, I, Volume 2)

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By Mr. Bury:

Q. What market were they trying to get?—A. Prairie markets, sir.

Q. Would it not be suitable for household use?—A. It was suitable, but the percentage of slack mined was so great that in trying to make a commercial coal out of it by briquetting the price was too high, it was not commercially feasible.

By the Chairman:

Q. That was attempted and abandoned later?—A. Yes sir.

Q. Do you use this bituminous coal in the west for your domestic purposes, in your stations throughout the west?—A. No sir, we use simply—generally speaking, we use lignites in the west.

By Mr. Cantley:

Q. Are you familiar with the process of briquetting?—A. Yes sir.

Q. What was used to bond it?—A. We used tar.

Q. Where from?—A. We brought it from the States.

Q. What proportion of tar?—A. I think the Stock that was used was 12 per cent, something like that.

Q. It was too expensive?—A. Too expensive, sir.

Q. What form of briquettes did you make, small ones, or block size?—A. No, 4-inch briquette.

By the Chairman:

Q. How long was this briquette plant operated?—A. About fifteen years.

By Mr. Armstrong:

Q. Would this semi-anthracite be suitable for use in Ontario?—A. It might, but the cost of mining and the cost of transportation, in my opinion, it would not be feasible, sir.

By Mr. Bury:

Q. In any case, I understand it could not very well be put on the market as a domestic fuel without briquetting?—A. Oh yes, the sizes could, but the slacks, no.

By Mr. Cantley:

Q. What is the proportion of slacks in that Bankhead?—A. About 50 per cent.

Q. Is that hand-picked mining or machine?—A. In those mines there is no such thing as machines. The Bankhead mine stands about 62 degrees or 63 degrees, you understand.

Q. I understand; machine mining is impossible under those conditions.—A. No sir.

By Mr. Armstrong:

Q. Have you considered the handling of that coal by lake and rail?—A. No sir.

Q. Could it not be handled in that way?—A. No sir.

Q. Why?—A. Because it is too friable, that class of coal. I am speaking now of the so-called anthracite of Alberta, not of the lignites, Mr. Armstrong, do not misunderstand me.

By the Chairman:

Q. But you have come to the conclusion that coal from Alberta is now being used as far east as it possibly can be economical.—A. Well now, Mr. Lapierre, let me be perfectly clear; are you speaking of domestic coal?

Q. I am speaking of bituminous coal.—A. Bituminous coal, yes sir. Mr. Beatty and Mr. Hall, who are our president and first vice-president, decided this year that they would extend the use of Alberta bituminous coals to Kenora, Ontario. Previous to that time, since about 1910, they had only been using Alberta coal as far as Winnipeg, that is steam coal, such as Mr. Britt buys. We were storing coal at Winnipeg as well, but due to the lack of employment in the Crow's Nest Pass, the operators met my executive and asked them if they could not, for compassionate reasons, use the coal further east and our people, after considering it—Mr. Beatty decided that they would extend that as far east as Kenora, Ontario, and we are now burning that fuel, so Mr. Golden tells me, who is our vice-president of Western lines, east and west, out of Kenora. It is not good economics from various standpoints, but I do not see—

By Mr. Howden:

Q. It would not be feasible to move any of that western coal down east of Kenora for domestic use or anything else?

Mr. BURY: Cover one thing. If we are talking of steam coal, keep to that.

The WITNESS: Are you speaking of steam coal or domestic coal?

By Mr. Howden:

Q. The coal I was thinking of was the Canmore coal. Can it be utilized as domestic coal?—A. No, sir. The Canmore coal except from the Scott mine, is not a domestic coal because its percentage of slack is so high they have to briquette it.

Q. The Crow's Nest can be used as domestic coal?—A. Yes, sir. Michel coal can be, and is used; that is in British Columbia.

By Mr. Armstrong:

Q. Does the C.P.R. own any mine that would be suitable for furnishing domestic coal in the province of Ontario?—A. Yes, sir.

Q. Where?—A. At Galt, Lethbridge.

Q. To what extent; what capacity?—A. The Galt mines produce about a thousand tons a day.

Q. What class of coal is that?—A. Lignites, sir.

By Mr. Bury:

Q. How far does your market for that extend now?—A. Winnipeg; and the demand is far more than we can supply.

Q. Do you think it could be brought any further east than Winnipeg?—A. Yes, sir.

Q. How far east do you think it could go?—A. It could be brought any distance providing the rate would permit it.

Q. That is the whole question; but as far as disintegration.—A. Galt coal will stand, under proper conditions, storage for eight or nine months.

By the Chairman:

Q. What do you consider proper conditions?—A. That is under cover, free from wind, weather.

Q. For what length of time?—A. Nine months.

By Mr. Flemming:

Q. How long if exposed; if in a dump, how long?—A. It won't dump. We do not put lignite coal in the open air; it cannot be dumped.

MICHEL PAPERS, Series 2 (M.G. 2, I, Volume 12)

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By Mr. Armstrong:

Q. Could it not be carried to Port Arthur and Fort William by large open cars, 75 or 100 ton cars?—A. It could yes, but we do not usually ship lignites is open cars.

Q. Yes, but for dumping into lake vessels?—A. It could be done.

By Mr. Bury:

Q. Supposing you got a continuous movement in the summer, before the grain crop commences to move—that was the original idea—a volume movement in the summer in oper cars to the head of the lakes; do you think lignite would materially decrease in that time?—A. It would not in itself, but in the handling from the car into the steamer and from the handling at Toronto, would very necessarily involve loss to the dealer.

By Mr. Armstrong:

Q. Any serious loss?—A. I think it would be rather serious with a good many coals.

Q. What percentage?—A. Well, I cannot tell you offhand because we have never tried it, but this I will tell you; take the Drumheller coal, I know them very well, even handling from the mine into the box cars—most of this coal is shipped in box cars—the breakage is quite considerable, it is like glass, you know. I am just trying to express what happens.

Q. These smaller cars have a lot more jarring.—A. It is not in the cars, it is going into the cars, not in the car itself.

By the Chairman:

Q. It is the actual handling?—A. Yes sir. This coal is brittle, and there is no doubt there would be a loss in slacks for which the dealer must pay because the ordinary lady who buys coal for her home, when she sees a lot of slack in the coal, she objects to it very seriously.

By Mr. Armstrong:

Q. It could be graded at Toronto, could it not?—A. Yes, but that lignite slack would have to be sold. Now, the price of lignite slack in the Drumheller field is sometimes as low as 25 cents a ton.

By Mr. Bury:

Q. That is because it is in the Drumheller field, at the pitmouth or at the mine where they have enormous quantities of it, and cannot get rid of it. —A. Quite, that is what I am saying.

Q. But the same thing would not prevail to the same extent in Toronto or London or Hamilton, or any of those other places where the amount would not be unlimited.—A. Yes sir, but you misunderstand the situation, if you will excuse me. At Toronto you are up against Pocohantas and high grade bituminous slacks which are also screened, with a b.t.u. content of between 13,000 and 15,000. with an ash content of three or four, and our Alberta lignites cannot compete on a straight slack basis.

Q. You mean to say the slack cannot compete with American slack?—A. Yes. Our lignites will run in moisture, as you know, from twelve to fourteen per cent; Lethbridge nine to twelve, and the Edmonton still higher.

By Mr. Flemming:

Q. And your American slack has greater heat in it?—A. Not only that, but it has no moisture.

By Mr. Bury:

Q. Is that American bituminous slack suitable for domestic use?—A. No sir.

Q. That is what I am talking about.—A. Nor is our Alberta slack.

Q. In other words, the slack, whether it comes from the States, or whether it comes from Canadian mines, would have to be used for steam purposes.—A. Yes sir, or in specially constructed furnaces in your home.

By the Chairman:

Q. Would it be feasible, Mr. Dougall, to have lignites brought from the coal fields of Alberta to Fort William, transferred to boats at Fort William, with the erection of a plant for using the slack or the screen at Fort William and converting it into gas or for its by-products; is such a plant feasible?—A. I do not think so, because if you convert it into gas, naturally you use bituminous coal. The slacks from the lignite fields of Alberta are non-coking, and they would make nothing but ash.

Q. It would not be feasible, even with the bituminous coal?—A. Yes sir, but bituminous coal is not domestic coal. There is a mine at Michel, British Columbia which furnishes a coal which is being sold for domestic purposes at this present time, but the mines on the Canadian Pacific lines in Alberta produce a very very, large percentage of slack and they are not particularly suitable. The Bellvue mine of the West Canadian Collieries did sell a considerable amount of domestic coal which was screened, but there was 62 per cent of slack.

By Mr. Flemming:

Q. But your coal is suitable for steam coal purposes of the railroad?—A. Oh yes, all the bituminous coal.

Mr. CANTLEY: I would like to ask Mr. Britt some questions as I have to leave in fifteen minutes.

The CHAIRMAN: You would like to hear Mr. Britt?

Mr. DOUGALL: I know nothing about eastern coal.

By Mr. Cantley:

Q. I understand you to say, Mr. Britt, that you bought 65,000 tons of Canadian coal on the eastern division?

Mr. BRITT: (Answering) Yes sir.

Q. Would you be good enough to tell me where that was delivered?—A. West St. John, N.B. I am not including any of our subsidiary lines in that because in addition to our own 65,000 tons, our Dominion Atlantic probably use 40,000 or 60,000 tons as well.

Q. Can you tell me what mines that comes from?—A. Cape Breton and Springhill, principally Springhill.

Q. How much do you say the Dominion Atlantic use, 40,000 or 50,000?—A. Between forty and sixty thousand. I would say that principally comes from the Acadia.

Q. All Acadia?—A. I think it is all Acadia, as far as I know.

Q. Now, that 65,000 you say is largely Springhill?—A. Well, it is mostly Springhill in the summertime and considerable of it is Cape Breton coal in the winter time.

Q. Springhill coal, of course, comes over by barge?—A. Comes over by small steamers.

By Mr. Flemming:

Q. From Parrsboro?—A. Yes.

MICHEL PAPERS, Series 2 (C.G. 7, I, M ...)

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Q. It would not be feasible, even with the bituminous coal?—A. Yes sir, but bituminous coal is not domestic coal. There is a mine at Michel, British Columbia which furnishes a coal which is being sold for domestic purposes at this present time, but the mines on the Canadian Pacific lines in Alberta produce a very very, large percentage of slack and they are not particularly suitable. The Bellvue mine of the West Canadian Collieries did sell a considerable amount of domestic coal which was screened, but there was 62 per cent of slack.

By Mr. Flemming:

Q. But your coal is suitable for steam coal purposes of the railroad?—A. Oh yes, all the bituminous coal.

Mr. CANTLEY: I would like to ask Mr. Britt some questions as I have to leave in fifteen minutes.

The CHAIRMAN: You would like to hear Mr. Britt?

Mr. DOUGALL: I know nothing about eastern coal.

By Mr. Cantley:

Q. I understand you to say, Mr. Britt, that you bought 65,000 tons of Canadian coal on the eastern division?

Mr. BRITT: (Answering) Yes sir.

Q. Would you be good enough to tell me where that was delivered?—A. West St. John, N.B. I am not including any of our subsidiary lines in that because in addition to our own 65,000 tons, our Dominion Atlantic probably use 40,000 or 60,000 tons as well.

Q. Can you tell me what mines that comes from?—A. Cape Breton and Springhill, principally Springhill.

Q. How much do you say the Dominion Atlantic use, 40,000 or 50,000?—A. Between forty and sixty thousand. I would say that principally comes from the Acadia.

Q. All Acadia?—A. I think it is all Acadia, as far as I know.

Q. Now, that 65,000 you say is largely Springhill?—A. Well, it is mostly Springhill in the summertime and considerable of it is Cape Breton coal in the winter time.

Q. Springhill coal, of course, comes over by barge?—A. Comes over by small steamers.

By Mr. Flemming:

Q. From Parrsboro?—A. Yes.

MEMOIRES, Series 3 (G.S. 2, I, M

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By Mr. Cantley:

Q. What coal are you using at Brockville, for instance?—A. Brockville is not a coal station at all, we do not handle any coal into Brockville at all. We do handle at Prescott, but we abandoned Brockville twenty years ago.

Q. Do not coal your locomotives there at all?—A. Oh no.

Q. What about Ottawa?—A. Ottawa is American coal.

Q. All American?—A. All American, brought in by Prescott.

Q. What about Montreal?—A. Montreal is all American coal.

By Mr. Howden:

Q. Might I ask you, Mr. Britt, how far west you use the maritime coal, where the dividing line is between American coal and the eastern coal on your lines?—A. We use Canadian coal out of St. John and into, but not including, McAdam.

By Mr. Cantley:

Q. McAdam is American coal?—A. Partly American coal and partly Minto.

Q. How much Minto do you use?—A. I would say offhand, about, probably about 50,000 tons.

Q. At Quebec, American coal?—A. American coal at Quebec.

Q. The townships are the same?—A. Yes, all American coal for the last two years.

Q. Well, we were told yesterday by the vice-president of the Canadian National Railroad that they were using in the St. Lawrence district and tributary to Quebec and Montreal, some 750,000 tons; could not your railroad do the same?—A. Not at the price.

Q. How much difference is there between the American price and the Canadian price?—A. Well, if you are taking prices—I beg your pardon, what did you say there?

Q. How much difference is there between the American and Canadian price?—A. Well, in dollars and cents, you mean?

Q. Yes.—A. Well, it is not a matter of price, it is a matter of price and quality, Mr. Cantley.

Q. Well, I understood you to say first it was a question of price?—A. Price and quality.

Q. There was a time in the past when you did use Cape Breton coal?—A. Yes sir, when we got it at a price that permitted it to be used.

Q. At what price was that?—A. We got it about $2.25 a ton delivered on cars at Montreal.

Q. $2.25?—A. Yes sir.

Q. Do you think you are correct in that?—A. Yes sir, absolutely.

Q. What years?—A. I won't go back to the actual years, about, probably 1908 or -09 or -10.

Q. From what district?—A. Sydney, Cape Breton, shipped by the Dominion Coal Company, as it was known at that time.

Q. Your statement astonishes me.—A. It would astonish you also that we bought in competition with that, American coal at 80c at the mine.

Q. No, that would not astonish me at all.—A. We have Cape Breton coal delivered at Montreal for about $2.25 a ton on the car.

Q. The Cape Breton people were public benefactors in that case, in my judgment.—A. Well, they benefited, helped themselves too, at the same time.

Q. I am aware of you buying coal for $3 and a few cents, from that up to $3.25, but I was not aware of any such figure as $2.25.—A. Yes, sir.

Q. I have been connected with the delivering of coal in the St. Lawrence for a good many years.—A. Well I have been indirectly connected with the St.

Lawrence, principally in the coal business with the C.P.R., for about thirty years.

Q. Well, I can go back a little behind that. However, we will not discuss that.

By Mr. MacDonald (Cape Breton South):

Q. This question of price and quality; will you tell us what the difference in price was last year, at the time Col. Cantley refers to, about the C.N.R.?—A. What the price is?

Q. What the difference in price was? You said there was a difference in price and quality?—A. Yes.

Q. Can you tell us what the difference in price was?—A. Not offhand, no sir.

Q. Approximately?—A. No sir.

By Mr. Cantley:

Q. Well, was not there an effort made this year to induce your people to buy coal in Montreal from the Cape Breton mines?—A. A price was fixed and we were told we could take it or leave it at that price.

Q. Well, a matter so late as that, I would have thought you would have remembered what the difference was between the American and Canadian price.—A. They did not attempt to give us a price; they fixed a price and "there is your price, take it or leave it."

By Mr. MacDonald (Cape Breton South):

Q. Was not that the price the C.P.R. was paying?—A. Yes.

Q. Did not that fix the price?—A. Yes.

Q. Did not you offer to take it at a lower price?—A. We told them we would not take it at that price.

Q. Did not you fix a price at a very much lower rate?—A. Approximately, yes; I do not know as I even offered a definite price.

Q. They must have offered a definite price when they had already arranged a contract with the C.N.R., the price must have been fixed for that.—A. Yes, they offered me coal at that price.

Q. Well, did you make them another offer in addition to that?—A. I told them what I would pay, I told them I would pay them the same as I paid in 1924.

By the Chairman:

Q. You have in the past bought large quantities of Cape Breton coal at Montreal for the use of your corporation?—A. Yes.

Q. And for economic reasons you are not buying it to-day?—A. That is it.

By Mr. Cantley:

Q. What was the difference between the price they offered you and the price at which you could lay down American coal?—A. I do not know as I have got to tell you that, Mr. Cantley.

Q. I think that is a fair question.—A. I wanted to keep away from the matter of price, I am not going to dig into prices.

Mr. CANTLEY: Mr. Chairman, I am only asking what the spread is between the price asked for Canadian coal and the price asked for American coal. I think that is a fair question; I am not asking about prices, I am asking about the difference. I want to know how far Nova Scotia coal has got to drop before it can meet American competition.

Mr. BURY: How can we overcome the difference?

Mr. MACDONALD (Cape Breton South): If we cannot get that we may as well adjourn.

PERSONNEL PAPERS, Series 2 (R.G. 2, I, Vol. 2)

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The WITNESS: I do not like to start in on the prices, Mr. Chairman.

The CHAIRMAN: In this case you are merely asked—

The WITNESS: The Besco company have the information.

Mr. CANTLEY: I am not representing the Besco Company.

The WITNESS: They have got prices to give.

Mr. CANTLEY: We are not dealing with the Besco people just now, we are dealing with yours, and I would like to get an answer to my question, which I submit, is a reasonable one.

Mr. HOWDEN: We can only get one price from the Besco people; we cannot get the cost of American coal.

Mr. BURY: You can tell us the difference without telling us the prices.

The CHAIRMAN: That is a reasonable demand.

Mr. DOUGALL:—Have you got it?

The WITNESS: I have got it in my head; I have not got it here. It was not a matter of offering them a price. They quoted a price and they did not deviate from that. They did make a slight concession on the Montreal price for certain reasons in connection with switching, that was all; they would not make any concessions elsewhere.

Mr. CANTLEY: We can get their prices from them when they appear here.

The WITNESS: In 1924 I paid them $4.50. I told them they could have $4.50 this year and they would not take it.

Mr. CANTLEY: That is all right, but that is not answering my question.

By the Chairman:

Q. The question asked was the spread, at least the difference.—A. You know the price they asked this year, I offered them $4.50; the difference is the spread.

Mr. MACDONALD (Cape Breton South): We do not know the price this year.

The WITNESS: You have had it. Mr. Cantley mentioned the Canadian National price, you mentioned it yourself a minute ago, did you not?

Mr. MACDONALD (Cape Breton South): No.

The WITNESS: Someone did.

The CHAIRMAN: Does that satisfy you?

Mr. CANTLEY: That does not answer my question. I am asking what the difference is between the price asked for Canadian coal and the price—

The CHAIRMAN: Put the question directly, Mr. Cantley.

By Mr. Cantley:

Q. What was the difference between the actual price asked you for Canadian coal and the price at which you could lay down American coal at Montreal? —A. They asked me for Dominion coal this year at Montreal, $5.25, on which they afterwards made a slight concession on account of switching. I do not consider, in comparison with American coal to-day, that the Dominion coal that comes to Montreal is worth more than $4.50.

Q. That is not answering my question.—A. I am telling you there what the difference is, $5.25, and $4.50.

Q. Is your answer that the difference between the prices were 75 cents a ton?—A. No, I do not, sir.

Q. I want to know what it is.

Mr. DOUGALL: In cash?

The WITNESS: In cash?

Mr. CANTLEY: I am not buying it for oatmeal, we are buying it for cash.

The WITNESS: I thought you were figuring on both price and quality.

By Mr. Cantley:

Q. No, no, my question is perfectly clear. You were asked a certain price for Canadian coal; you can buy American coal at some other price; I want the difference between the two prices?

Mr. BURY: Leave out the question of quality altogether.

Mr. DOUGALL: At the pit mouth?

Mr. CANTLEY: No, delivered at Montreal.

The WITNESS: Give me just a minute; I do not carry that kind of data in my head. American coal can be laid down in Montreal for $5.40.

By Mr. Cantley:

Q. $5.40?—A. Yes sir.

Q. And what price did they ask you for Canadian coal?—A. $5.25.

By Mr. Bury:

Q. And the difference is constituted by value, difference in value?—A. Efficiency.

Q. Efficiency?—A. Yes, difference in value.

By Mr. Cantley:

Q. I am dealing now simply with the question of prices. This American coal cost you $5.25?—A. $5.40.

Q. And Canadian coal was offered at $5.25; the Canadian coal was 15 cents a ton cheaper?—A. Yes sir.

Q. Leaving the question of value out?—A. Yes.

Mr. DOUGALL: Colonel, if you will excuse me; as a business organization we cannot be guided by price alone.

Mr. BURY: Oh no.

Mr. CANTLEY: Oh, I understand that.

Mr. DOUGALL: That is a matter of argument.

Mr. CANTLEY: It is not a matter of argument, sir.

By Mr. Flemming:

Q. Your coal requirements at Montreal—you purchase American coal on account of the quality, not on account of the price?—A. Efficiency of the coal.

Mr. DOUGALL: We must.

The WITNESS: Mind you, Mr. Flemming, you remember when I speak of American coal brought in competition with Dominion, I am picking upon American selected coal, not ordinary. You can get the riff raff of coal for mostly any price; I am talking now on efficient coal.

By Mr. Cantley:

Q. From what fields or districts?—A. West Virginia.

By Mr. Bury:

Q. Just half a second, Mr. Britt. For the comparison to be a fair one; you say you were speaking of American specially selected coal?—A. No sir.

Q. What words did you use?—A. What I meant was efficient American coal.

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CANADA

Mr. BURY: I would ask the reporter to read back what Mr. Britt said a moment ago.

The REPORTER: "When I speak of American coal bought in competition with Dominion I am picking upon American selected coal."

Mr. DOUGALL: That means selected mines, not the coal itself; selected mines.

Mr. BURY: That is a different matter.

By Mr. Howden:

Q. That brings up the question I have been trying to get out once or twice, and that is: Whether American coal is more desirable than our Canadian coal? —A. When you say American coal you are using a very broad term. There is American coal that it not as good as Dominion and there is a lot of American coal that is much better than Dominion.

Q. I mean to say, the best American coal is better than the best Canadian coal?—A. Yes, exactly.

Mr. DOUGALL: Speaking for the East.

By Mr. Armstrong:

Q. You have an examiner at the mines in the United States examining the coal before it is sent to you, shipped to you?—A. We examine the amount of coal shipped from that mine. If the mine does not ship exactly what the mine can produce he does not get paid for it. I do not consider any consumer has a right to go to the expense of examining a product that could be properly prepared by the operator.

By the Chairman:

Q. But you have inspectors where?—A. Only one, I might tell you that; he picks the mines.

By Mr. Bury:

Q. That picks the mine?—A. Selects the mine, and if the mine can produce good coal, well and good; and if it is not, he won't take coal out of that mine, he won't touch that mine.

Mr. HOWDEN: You were going to volunteer a statement a moment ago.

Mr. DOUGALL: I want to make this quite clear. Canada is very large and there is a great differential in the value of some coals, bituminous coals, and you speak only of Nova Scotia coal. I am not going to differentiate now between the various coals in Canada any more than Mr. Britt does with the United States coals, because we have all kinds of varieties of bituminous coals in this country.

Mr. HOWDEN: I was wishing to make it simply this: the marketable products were obtained from the east and west of Canada.

Mr. BURY: He is only talking about the east.

Mr. DOUGALL: That is what I am trying to get in.

Mr. HOWDEN: I was asking this question in view of the merely voluntary statement as to the comparative value of the Canadian and the American coal of the best variety.

Mr. DOUGALL: That is why I raise a question, because we have extremely valuable bituminous coal in Canada and we have some that are not so good—I would prefer not to be asked what those coals are—but I think in justice to the coal operators and to the Dominion of Canada—of which I am an immigrant—that we should be fair to ourselves, at least.

Mr. BURY: Your answer was in reference to a conparison between the coal that you are getting from the selected American mines and the Canadian steam coal that is available to you in the east.

Mr. DOUGALL: In the east, that is right.

The WITNESS: There is also another feature about that. With the Dominion coal, or in the Maritime Provinces coal is transported by water and would suffer in consequence by degradation on the extra handling; that has got to be considered also.

By Mr. Gershaw:

Q. To use American coal in Quebec, could you tell us the difference, having regard to the price only, between American coal and the Maritime coal, say, at any point, say, in Quebec or some point farther east, east of Montreal; he has told us the difference in Montreal.—A. Montreal is a fair centre.

Q. You use quite a lot of Maritime coal there?

The CHAIRMAN: Mr. Flemming is leaving in a few moments and would like to ask a few questions.

By Mr. Flemming:

Q. You gave us the figures of your use of American coal on the eastern lines as 1,600,000 tons. What proportion of that quantity would you be using in your lines say, west of Ottawa, or west of Brockville, between there and the head of the lakes; about what proportion?—A. Well, that would fairly divide, Mr. Flemming, it would be approximately divided fifty-fifty.

Q. Your consumption of American coal east of Ottawa and east, say, of Brockville, would be about 800,000 tons.—A. Between seven and eight hundred thousand tons. I think that is a bit heavy, Mr. Flemming, because they are taking only Ontario there. You say east of Ottawa; all told, about between five and six thousand tons east of Ottawa; that is all east of Ottawa, sir.

Q. And now, you speak of using 65,000 tons of Canadian coal at West St. John.—A. West St. John and over the line up to but not including McAdam. The other part of the territory, the other part down there is using New Brunswick coal; that is about 50,000 tons more.

Q. That is Minto?—A. Yes, sir.

Q. Well now, we understand this; that your consumption of coal at all Quebec points, Quebec and between Quebec and Montreal, and west as far as Ottawa would be five or six hundred thousand tons?—A. Yes. You see, it is a little difficult for me to get the figures even approximate, for this reason; we operate a railroad by distance we do not go altogether by the provinces. For instance, we would call the line to Ottawa the Quebec district. The Quebec district would even go as far west as 120 miles from Ottawa and still be the Quebec district, as we know it.

Q. Have you in the past used eastern coal as far west as Ottawa?—A. Very occasionally, sir, very occasionally; when there was some special condition that arose, but it never had been profitable.

By the Chairman:

Q. When it was used it was in abnormal conditions.—A. Yes sir.

By Mr. Flemming:

Q. Have you given the Nova Scotia producers an opportunity to supply your railroad with their coal requirements at Montreal if they would meet American prices?—A. Yes; including efficiency, of course, not dollar for dollar.

MIKAN 1 A.P.C., Series 3 (N.S. 3, 1, No. 98-3)

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Q. Having consideration to the efficiency?—A. Yes sir. We did it in 1924 when we took, I think, about 200,000 tons from them. There is another feature about that, while I am on the question here; we got away from the practice years ago, when we handled Dominion coal to a great extent. Dominion coal was St. Lawrence delivered just during the summer. We would store up in the summer, dump our winter requirements, and we were put to the expense of storing and relifting. Now we have got away from that, we simply hold an emergency stock there and do not touch it summer or winter. We do not do anymore dumping.

Q. Get weekly receipts for your weekly requirements?—A. Yes sir, and we thus avoid the expense of unloading and reloading and care. What I call care, is looking after fire prevention.

By Mr. Cantley:

Q. What do you figure that at per ton?—A. Lifting and relifting?
Q. Yes?—A. Oh, probably about 40c.

By Mr. Armstrong:

Q. What is your estimate of the relative value of Sydney coal and the class of American coal you are getting?—A. Between fifteen and twenty per cent.

By Mr. Howden:

Q. In favour of the American?—A. Between fifteen and twenty per cent for locomotive efficiency.

By Mr. Cantley:

Q. What do you base that on?—A. Our mechanical department information, the men that use the coal.

Q. Who is that official?—A. I would not offhand say who the particular official is.

Q. Well, you have some official who deals with that?—A. It is not only by any particular man; our own engine men, any of them will tell you the very same story.

Q. Your Superintendent of Motor Power will know?—A. I do not know whether he would know in detail.

Mr. BURY: Someone must know; your mechanical department.

Mr. CANTLEY: Well, I suppose the superintendent of motor power.

Mr. DOUGALL: Yes.

By Mr. Flemming:

Q. Now, Mr. Britt, in view of the consideration that caused you to use Western coal as far as Kenora, would you not be able to use New Brunswick or Nova Scotia coal in your Montreal district?—A. I think the conditions are somewhat different.

Q. You have told us that it was a matter of policy?—A. Yes.

Q. Which you are not responsible for?—A. As I understand the matter of policy, these mines are located on the Canadian Pacific and are relying on the Canadian Pacific for their output.

Q. And for that reason the compassionate argument would not apply to the Nova Scotia coal because they are not located on the line of the Canadian Pacific.

Mr. DOUGALL: I do not think that is correct.

Mr. BURY: In any case, leaving out the compassionate argument, would it not be a matter of good policy for you to keep mines that are right on your western lines, operating rather than have them all closed down and have to bring the coal over a greater distance?

Mr. DOUGALL: No sir, I would not say that. We are a commercial organization and we must do busines on a business basis.

Mr. BURY: I am talking of a business basis. I am just wondering whether, on a business basis it would not be wiser in connection with the western bituminous supply, to keep your western fields operating rather than have them closed down.

Mr. DOUGALL: We can only buy a certain tonnage of coal, sir, and after that our resources are gone; we cannot buy coal that we cannot use.

By Mr. Bury:

Q. You do not see the point?

Mr. DOUGALL (Answering) I do.

By Mr. Cantley:

Q. Mr. Dougall, I understand you to say that for compassionate reasons you buy a certain amount of coal in the west?—A. Yes.

Q. Is there no compassion for the east?—A. Colonel, I do not think that is a fair question. We have these mines on our own lines, and naturally we do the best we can for them. The mines at Cape Breton are not on our line; we do the best we can even there, by water.

Q. I will admit that, but for instance?—A. We can haul coal and pay freight to the Canadian National.

Q. I assume the Cape Breton mines are not on your railway.—A. Yes.

Q. But I want to point this out, and I think it is a fair argument; we have 20,000 men?—A. Yes sir.

Q. Probably 100,000 people directly dependent upon the coal industry in the province of Nova Scotia. You are hauling down for the maintenance of these people practically all they eat and all they wear, and all they use, you are getting your proportion of railroad freight out of that.—A. (Witness shakes head.) I say this, positively; that the Canadian Pacific are at all times interested in the development of the Dominion of Canada.

Q. Well, I am not interested now in the western provinces.—A. I am speaking of Canada.

Q. We are bringing down, for instance, to Nova Scotia, over 600,000 barrels of flour and 400,000 barrels of other food; as long as you are getting your share of that transport, don't you think on compassionate grounds you should give us some little consideration?—A. Mr. Britt has told you, sir, that we are buying coal from your mines.

Q. Pardon me, I am referring now to the St. Lawrence district, in which you are not buying any coal although it is 15 cents a ton cheaper than the American coal you are buying.—A. It is not 15 cents a ton cheaper.

Q. 15 cents a ton cheaper; you say the efficiency over-reaches that.—A. Yes sir.

Q. And it has been stated that that difference of efficiency is as much as 15 or 20 per cent.—A. Yes.

Q. Which you would hardly expect us to agree with?—A. I do not ask you to agree to anything.

Mr. FLEMMING: Mr. Chairman, Mr. Dougall has been good enough to say that he was willing to come again to this committee. I would like to ask him a number of questions in regard to the handling of the domestic coal from the west, something that we have not dealt with to any great extent.

MEICHEN PAPERS, Series 2 (P.C. 2), I, M [illegible] 2)

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The CHAIRMAN: One moment, Mr. Armstrong. Are we through with Mr. Britt? Mr. Dougall will be coming again but we would like to let Mr. Britt go.

By Mr. Howden:

Q. Now, for the final question; you are handling Maritime coal as far west as you possibly can.—A. Yes sir.

Witness retired.

The Committee adjourned until Friday, June 4, at 11 a.m.

MISCELLANEOUS, Series 2 (R.G. 7, [illegible])

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CANADA

103

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 5

MINUTES OF PROCEEDINGS AND EVIDENCE

FRIDAY, JUNE 4, 1926

WITNESSES HEARD FOR EVIDENCE:

Mr. Roy M. Wolvin, President, British Empire Steel Corporation Limited, Montreal.

Mr. William Buchanan, Coal and Coke Merchant, London.

OTTAWA
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1926

MINING FILES, Series 2 (C.G.P., I, Vol. 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

103

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MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 15)

PUBLIC ARCHIVES
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CANADA

MINUTES OF PROCEEDINGS

COMMITTEE ROOM, 436,

FRIDAY, June 4, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11.00 a.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Cantley, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.

In attendance:—Mr. Roy M. Wolvin, President, British Empire Steel Corporation Limited, Mr. Jas. A. Ellis, Fuel Controller for Ontario, and Mr. Wm. Buchanan, Coal and Coke Merchant, London.

The Minutes of the last Meeting were read and approved.

A communication received from Mr. F. W. Gray of the British Empire Steel Corporation Limited, relative to the economic importance of the modern coke-oven to eastern Canada, and the full recovery of valuable by-products in the process of manufacture of domestic coke, etc., was read and considered.

The Committee then proceeded to consider the evidence given by Mr. Wolvin who, after being sworn, was examined relative to available coal from Nova Scotia areas, qualities of same, costs, distribution, etc.

Witness Mr. Wolvin retired.

Mr. Buchanan was called, sworn and examined relative to quantity, quality and distribution of Alberta coal which he received in box-car lots, costs at pitmouth, transportation and distribution thereof.

Mr. Buchanan in the course of the evidence he gave, exhibited a lump of Alberta coal taken from the upper seam of one of the Drumheller mines nearly two years ago.

Witness Mr. Buchanan retired.

The Committee adjourned at 1.20 until Tuesday June 8th, at 11.00.

V. CLOUTIER,
Clerk of the Committee.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 75)

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CANADA

MINUTES OF EVIDENCE

HOUSE OF COMMONS

ROOM 436,

JUNE 4, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11.00 a.m., the Chairman, Mr. Lapierre, presiding.

Mr. ROY M. WOLVIN, called and sworn.

By the Chairman:

Q. Mr. Wolvin, you are the President of the British Empire Steel Corporation?—A. Yes sir.

Q. You are familiar with the production of coke by your company?—A. Yes, coke or coal, both.

Q. Both?—A. Yes sir.

Q. I will ask Mr. Cantley to go on unless you have prepared a statement.—A. Well, I did not prepare a statement except some notes I made a few minutes ago on general lines.

Q. Perhaps you had better go on with your statement first, then the members may be able to cross-question.—A. First, Mr. Chairman, I would like to supplement Mr. Gray's letter, by stating that Mr. Gray has been ill for several months and it is only last week that he was able to get to the office for a short time, for two or three days. I have been anxious that he should not be required to come here. He is anxious to come but I think it would be better if he did not, as he has been quite ill. Mr. Chairman, I assume what you would like information on is as to the available coal from Nova Scotia areas, its qualities, its transportation, and the possibilities of increasing the market. The coal available in Nova Scotia will take care of the requirements of the territory it might serve for hundreds of years. So, as to the exact amount of it I do not think it is necessary for me to give quantities. The British Empire Steel Corporation, through its subsidiaries, is mining from about 4,500,000 tons per year to 5,000,000 tons, that is a gross ton of 2,240 pounds. Our present operating mines have a capacity from 7,500,000 tons to 8,000,000 tons, if they were worked continuously during the year. The distribution of our output for the years 1923 and 1924 may be of interest. The Maritime Provinces and Newfoundland use 39% of our output; the province of Quebec 38%; the British Empire Steel Corporation, in its various operations use 19%; and the export and bunker trade use 4%. The market limits for our coal are fairly well defined by its quality, its cost of production, its cost of transportation and the government policy. As to quality, it is a high grade bituminous coal, a high class coking coal, rich in by-products. It has some drawbacks in being a little higher in sulphur than other coals; it is friable and breaks up in transportation. These are handicaps in price for certain purposes. I think that the future use of coal tends to better conditions for Nova Scotia coal for steam purposes. There is a gradual increase in the consumption of powdered fuel and I think that steam and power plants very soon will be all produced from powdered fuel, which does away with the loss and degradation of the coal through moving. The coke oven, if established through the country for the production of domestic fuel would require much fuel, slack coal or run of mine fuel from the Nova Scotia mines which would be

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satisfactory in the condition in which it would arrive. As to the cost of production of our coal, it is high compared with the coal produced in the United States and some more favourably situated operations. The largest portion of our production in submarine, and each year we are farther out to sea. We have not the same opportunities to put down another shaft, after we have gone so far, but we must continue on the same shaft and work on two sides of it instead of possibly four directions, as you might in the United States. The farther we go seawards, the long pipe lines we must carry for compressed air and the greater expense of ventilation, the cost of keeping up long slopes; these have all to be added to our cost as we have gone on. The cost of our coal has been materially reduced. Since 1924 a small portion of the reduction has come in wage rates, very small, I would say. We have reduced the cost of coal from two or three dollars, compared to every dollar that has come by way of the wage rate, through better management and better facilities and improvements in the property. As we go farther seaward we find that the conditions are going to help us in the cost of coal. It does not come about in one or two years, it way be five years in some mines, ten years in others. At the present time we are only extracting about 40% of the coal; we have to leave the balance in pillars to keep up the routs. When we get sufficiently far where we have sufficient cover between the bottom of the sea and the mining operations, we will be able to extract 100% of the coal. That is going to offset, and it has offset in some of our mines, some of the increased cost due to the longer haul and maintenance, and long pipe lines, and so forth, so that there is a possibility of maintaining a uniform price, anyway, I think, as we go farther to sea. We will get the benefits as well as the increased cost. As to Government policy, we have a duty of 50c. on bituminous coal now, both run of mine and slack. Anthracite screenings are admitted free of duty to compete with our slack coal. Anthracite screenings are moved on lower freight rates in the United States than anthracite fuel for long distances. The railroads to some extent are interested in the coal properties and rather than sell at a very low price at the mine they prefer to sell the freight on it and bring it into Canada. It should not come in free. In addition to the anthracite, bunker coal in our harbors is permitted the use of ships without any duty whatever, which is all wrong in my judgment. It removes the outlet and the increased development of properties. That is the policy as it exists; I do not know whether you want any suggestions from me as to policy. Generally speaking, I think the duty on coal should be increased. Some years ago the government enacted legislation providing for what was termed "subvention on transportation". We paid on Nova Scotia coal, when moved from St. Lawrence port, one-fifth cent per ton mile, not exceeding 50c on the ton. Unfortunately the legislation came out in the supplementary estimates, and was not acted upon by the Minister, so it was available until, I think, the first few days of September or possibly the last few days of August. Contracts had been made and the record, I think, as given to the House, showed something like $11,000 or $12,000 was all that was expended. The difficulty there was, I believe, slack coal had no opportunity to take advantage of it and, to my mind, it is not very useful unless it was enacted for a term of years so that you could get customers and hold them, get them accustomed to the uses of your coal. If a subvention was made available it could be available for transportation by water as well as for transportation by rail. If available by water it would move considerable Canadian coal to Ontario ports, but with the necessity, as I say, of being available for a term of years, to allow for the investment in unloading facilities necessary to properly handle that business.

Respecting coke ovens for Nova Scotia coal, they would provide a continuous outlet and would not entail additional burdens on the industrial conditions of the country, if the coke was used for domestic purposes, because continually

every year we have the cold weather always with us. It would do a great deal to keep up the mines and increase the industry, and the increased production would reduce the cost of all coal. It is possible that something might be done in the movement of coal to Montreal to avoid the payment of wharfage charges to the Harbour Board. Our expense at the harbour in Montreal for doing coal business now is probably four or five times what it was before the war, and with coke and coal moving through I think that the Montreal Harbour Board would be well advised to do it without charge.

By the Chairman:

Q. That refers to the seven cents harbour dues?—A. Yes, and the ever increasing cost of handling our coal. When we came into the harbour there was very little coal going there. The Empire Steel Corporation took a low property; it could not buy property, as it ordinarily would, because it was owned by the Government, and the rentals were low. The property has never been improved, there has been no additional expense put on it, but the rental has increased very fast, so that now it is from seven and a half to ten cents a square foot, which is a very heavy tax.

Q. Covering how long a period?—A. We have been there since 1897 or 1898, along there. We would have had a valuable property but for the increased cost, and if you are trying to take coal through the port it is possible that a charge might not be made at all on the through traffic.

As to the coke ovens, the information on that is rather technical, and I think probably you have had it before. I have made a study of it to some extent, more in regard to its outlets than actual operation, but I would like to say that the Nova Scotia coal is satisfactory and makes a very good coke. I have used if for years, and my wife would not let me have anything else in the house. It might be improved with a small mixture of American coal, that is, if you moved into Ontario where the reduced prices come in.

As to transportation, I think we have about as low a cost of transportation from Cape Breton to Montreal and the St. Lawrence river ports as could be put in. We operate almost exclusively with boats of from 7,000 to 11,000 tons capacity. These boats are required to be British ships, which I agree is the proper thing. The cost of that coal is a little lower now to us than it ordinarily would be, but if it is feasible I think we ought to get a better return on the investment. The 11,000 ton boat is the best we can use, and it is only possible where we have large amounts of coal out of our cargo going to the railroads and to people that can take it away. Otherwise, we must use smaller sized boats, which increases the cost. At the present time, giving proper consideration to the investment, and using 10,000 and 11,000 ton boats, I would say the cost of transportation would be about 85 cents a ton, giving the mines and the investment a reasonable return.

Q. At Montreal?—A. At Montreal, from off the boat and on to the boat. When you undertake to move it to Torontto from Montreal, or to Ontario, where there are not proper discharge facilities, the cost will be heavy; and as you go west you must meet the ever-reducing competitive price of American coal.

In the event of construction of coke ovens at Toronto that would use a large amount of coal, and power plants in connection with the hydro that have been discussed, where they could be on the waterfront there, and have a fairly rapid discharge docks, all that class of business could be carried on very cheaply from Montreal to Toronto. We have a hundred or two hundred or more ships moving from Port Colborne to Montreal with grain. That is the proper way to carry coal, to carry it cheaply. Those boats would never have sufficient coal moving westward to make the rate on coal the actual rate. The freight rate on a returning vessel is always based upon the time consumed, practically, and not so much on the actual cost of transportation. In my judgment, if we had

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proper docks at Montreal to transfer the coal we could provide for the investment and move that coal for forty cents a ton to Toronto, and make proper returns on the investment. A boat could not be engaged on that trade continually; it must go to Port Colborne for grain, and it would have to have a discharge method in Montreal that would take about six hours; that is the time it would have for that kind of a boat.

Q. There is no equipment in Toronto of that kind at present?—A. No, and there is nothing to warrant our engaging in such investment, because the tariffs are not secure, they are not high enough for that. We must have a subvention high enough to warrant the investment, or the coke ovens able to use the Canadian coal, or sixty per cent of Canadian coal, something of that kind that would give a growing business that we could provide for.

If coke ovens were developed, in providing a plant at Montreal it would be very easy to provide a place to load these lake vessels in two hours, anyway, and that coal could be held in bins as it comes from the big boats, and put on the vessel, or put on board of barges. The cost of transfer, investment, etc., at Montreal is going to be about $1.40 a net ton to get to Toronto, but that covers returns on investments.

Q. That is, from Montreal to Toronto?—A. Yes. Now, in the movement of coal to Toronto the extra handling at Montreal breaks our coal up to some extent, but coke ovens are not concerned in that, and power plants ordinarily would not be; so we are not concerned in that, and we could have quite an increase in business. With a duty of a dollar a ton, or subvention of 50 cents a ton—maximum 50 cents—and coke ovens, there is in view a million and a half additional business for Nova Scotia mines, or even make a basis on which a million and a half more tons could be sold in my judgment. The cost of doing that business, even with a tariff and subvention, based on volume, we must have conditions that will give us the volume, and the right to invest the money in the facilities, unless they are provided by somebody else.

The CHAIRMAN: Any questions, Mr. Cantley?

Mr. CANTLEY: I would rather that my friend would handle the matter.

By Mr. MacDonald:

Q. There are two things we are interested in; first, what Mr. Wolvin says as to additional markets that are available; you say that you are producing now from four and a half millions to five millions, and your capacity is seven or eight millions; that is, about two thirds of your capacity; now, where is the available market for that extra tonnage?—A. The large proportion of that extra tonnage is coal that would be mined in the winter time. Unfortunately, in this country almost all business is seasonal. Our transportation by water is not available in the winter time, and we must have outlets for coal that will prevent the banking of the coal, in order to reach the capacity that I gave for existing mines. Coke ovens, and the increased use of slack or powdered fuel, helps us on that. One of the difficulties in banking coal is the degradation of coal during winter. The degradation is not nearly as great as people think it is, but customers do not want to buy that coal, and it can be used and shipped in the summer season for certain purposes, but that will not help the increased output. The other increase of winter production to a large extent is to go into steel. Steel is only coal, as far as that goes, and it would help production if there could be more steel produced in Nova Scotia, and the winter production is the thing that will reduce our costs. If we could add another two millions tons on the winter production it gives the men continuous employment, and it would enable them if necessary, to take less wages. What they need is continual income.

By the Chairman:

Q. That would stabilize your labour situation?—A. Yes; it would help in that if a man could work all the year round, a man could take a lower wage

and his expenses would be cheaper. There is always expense in banking coal, and there is more or less degradation of it, so that you cannot sell it at as high a price. It would do more to keep the people busy than anything else, and there is no success in any industry unless you can get a continuous operation. That is the nearest way to success possible. That answers you as to where that production is. The markets for it, of course, will have to be up the St. Lawrence. We find it very difficult to meet competition in export markets. During the winter we have the increased cost, as we have to use the port Louisburg instead of Sydney for two or three months. Transportation charges are very much heavier, and we have not as good facilities for loading and that increases our cost a little bit. But there does not seem to be an outlet for export that we can accomplish anything with. I hope we will be able to increase that to some extent, and in the winter time we feel almost like dumping coal at less than cost in order to get production. That all affects us in the year's cost to some extent.

By Mr. MacDonald:

Q. The fluctuating employment is more or less an operating matter in the cost of carrying that coal over to the following summer?—A. No, the cost may be figured out, and the cost of degradation can be figured out, but the difficulty is to get people to use it. There are a great many opposed to it. What I am trying to arrive at is that the coke ovens could use it without any question, because the fact that it is friable, and disintegrate to some extent, would make no difference to them, but it would be a big help in the winter situation.

Q. If this policy of establishing coke ovens is carried out it will go far towards solving the problem of winter unemployment?—A. If there was some legislation enacted that would actually produce coke ovens. It will not be of any value if it is just on the books, if it is not enough incentive to capitalists to invest in that enterprise. If something is done to make it sufficiently attractive so that capitalists would want to go into the production of domestic coke, it is one of the most important things that can happen to the Nova Scotia mines.

Q. Can you give us an idea of what you think the inducement should be placed in a government measure that would induce capitalists to go into these coking plants? I understand that now it is three or three and a half per cent, extending over a period of years; is that sufficient?—A. I would be very much pleased with any legislation that the Government sees fit to enact. I would not want to say definitely what that should be, but I would like to see them doing something. I would very much dislike to say what I thought would be necessary in the way of legislation, because it might be helpful in one locality and would not be useful nationally. What I might think is really necessary to produce coke ovens might be considered more than the people would want to do, and they might simply drop it and do nothing about it, so I hesitate.

Q. If you have any opinion we would like to have your opinion?—A. I think it will take some time to introduce the use of coke to the people. They have had anthracite coal, and no matter what you tell them about coke they do not want to try it. It would take, I would think, three or four or five years before you could displace thirty or forty percent of the use of anthracite coal. The price might be lowered, so that you could have a continuous working of the industry, and that would be of considerable assistance during that period.

By the Chairman:

Q. Do they purchase coke lower than anthracite?—A. There is a great many people who need education. There is no question that they are getting more value in coke than in anthracite coal, but it takes people quite a little while to see the advantages of it.

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Q. I thought they had an experience, last year, when the strike was on, and I supposed the people then would learn about coke.—A. I did hear they were considering a subsidy basis of some kind on the construction of coking plants.

Q. Was that based on the old idea of the dry cock scheme—so much to guarantee interest on the bonds for a certain number of years?—A. Well, the coking oven development must be brought about from a national point of view, so as to make the country self-contained as to its fuel supply. In other words there will have to be a little sacrifice made for a while, or they will not be using Canadian coal. We need to develop it from two stand-points, first, to supply the people with ovens for coking, that have been purchasing coal, and legislation so as to provide for the movement into Ontario of our coal so that the people will use it instead of American coal, and the people will know that there is coal in Nova Scotia, and that they can be kept warm, if necessary, with hundred percent Nova Scotia coal. In Montreal there is no reason why they should use any American coal at all. If it is advisable to improve the coke a little bit by using some mixture, that is a matter of good practice, we will call it, but the investments are heavy and I do not think any one will go into the business unless they have a definite contract for a term of years for a subsidy or a bounty. Personally, I do not like the bounty idea. I like the idea of a subsidy, so that when that plant is built it is built definitely for the purpose of using Canadian coal, and it can fulfill the definite condition for which it was built. I think it should be for twenty-five or thirty years at least that there should be assistance, and I believe you have got to give them probably four and a half percent on the cost.

By Mr. Armstrong:

Q. Could your people produce coke profitably, that is, could they use the gas for other purposes?—A. I have in mind that this coke will be produced in the city of Montreal, in the city of Toronto, and the city of Quebec.

By Mr. Bury:

Q. Evidence was given before on this point, to the effect that the coking plants should be at the points of distribution, not at the mines.—A. You are correct. The value of the gas is of most important thing in the production of the coke. If we were to undertake to produce large quantities of coke in Cape Breton at the mines, we would lose all the value of that gas.

By Mr. Armstrong:

Q. That is what I meant by asking you that question, because if you could economically produce the coke in the operation, and use the gas and the products such as come from coke, that coke could be shipped to Toronto in competition with the coke that is manufactured from American coal, to better advantage, could it not?—A. If we could use the gas of course we could, but at the present time what coke we are producing in Nova Scotia, we use the gas in the steel plants, and we allow the coke ovens for that gas, in our inter-department accounting—which is no way to put a value on gas; the only way is to figure that it is worth so much as against the coal itself—we only allow eight cents a thousand for the gas. In the cities they will reckon it at about forty cents. We use it all, whether gas or coke or by-products, but it will be worth a little more money in Montreal or Toronto than in Sydney.

By the Chairman:

Q. That applies to all by-products?—A. Yes; if you use the sulphate of ammonia it increases the value of the by-product, but they have never been educated to do that. We sell a large quantity of our sulphate in the West Indies, and it gives us as good a return as in Montreal.

By Mr. Armstrong:

Q. You say that to carry your coal to Toronto you would have to add the increased cost of carrying it from your mines to Montreal, which is forty cents?—A. Forty cents per net ton.

Q. Would any of your boats be available for that?—A. We have not ships that would be available from Montreal to Toronto, but there are two or three hundred of them, I suppose, there, and they are all very fine ships; they have all been built in the last two or three years, and are well adapted for that business, and the basis of the freight rate would be the number of hours engaged in loading at Montreal and the time taken in discharging and transferring, because the boats are going back to Port Colborne anyway.

Q. Could these boats economically load up and carry the coal through to Toronto?—A. Economically the thing would be for them to load up in the port of Montreal and be transferred there.

Q. Off the larger ship?—A. Yes. If there was much of that business we could develop larger ships, say 11,000 tons ships, and we could probably get up to 13,000 or 14,000 tons ships, which would help in the cost of the loading quite a little, but we would have to have facilities to load those ships while they would be bunkering, and they would probably be loaded in two or three hours.

Q. What have you in the way of suggestions for carrying coal from your mines to Toronto?—A. My idea is the largest ship, and transferring at Montreal.

By Mr. Bury:

Q. Can you trans-ship directly from the large ship on to the smaller ships or barges?—9. That would not be the economical way. You can take a 12,000 ton ship and discharge her in ten hours, and part of that coal might go to railway cars, part of the coal might go on the dock for coking ovens in Montreal, and part of it would go into bins on the face of the dock, or into bins on the dock, with the barge under it, and if it was in bins on the face of the dock you would simply open a spout and run it into the boat, and you could load her in no time; it would just run into it.

Q. That loading from the Montreal dock would have to involve degrading to some extent on bituminous coal?—A. Yes.

Q. But not enough, you think, to affect the coking problems?—A. No, because it will be crushed before it is coked, anyway.

Q. What would be the cost of bringing from your mines to Montreal, putting in bins, and then trans-shipping from bins ito vessels?—A. I mentioned the three costs at forty cents. There would be no wharfage in Montreal. That would be free on board Toronto, longside the dock.

Q. Would that pay the handling charges at Montreal?—A. Yes, the handling charges would not be great. The investment charges would be as much as the handling charges if you had the place properly equipped.

Q. Is there a properly equipped dock there now?—A. Not now.

By Mr. Armstrong:

Q. What does it cost to unload from your cars to boats in Sydney?—A. About 17 cents a ton. Our dock expenses, what we call fobbing the coal, putting it on board the boat, that includes what trucking is necessary and dumping the cars. Running it into the boat it runs about 17 cents a ton, that includes running into the dock, but it includes no returns on investment in that dock.

By Mr. Howden:

Q. Would that not involve a good deal of expense in Montreal?—A. If a plant was put in in Montreal to take care of the part left there, and the

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part going on to Toronto, the expense would be very small. You would have to expend money to provide for the discharge out of the ship in ten hours, but the expense to provide for putting it on the vessel would not be great, and the equipment for the shipping in Toronto so as to average six hours for shipping would not be heavy.

By Mr. Bury:

Q. Can you give us an approximate figure of the cost for the Montreal equipment, and then the Toronto equipment?—A. The discharging facilities at Toronto would probably cost $250,000, for the dock in Toronto, in addition to the site and the building of the dock itself. I am just figuring that approximately.

Q. Have you finished all you can tell me on that? Can you fix anything about Montreal?—A. Well, in Montreal the amount of storage that was to continue would have a great deal to do with the cost of the dock itself. Facilities to discharge a 12,000 ton boat in ten hours, I suppose $300,000, of equipment and dock.

Q. In both those cases, in Toronto and Montreal?—A. I would say $400,000, with bins to take care of the transfer. That is only an approximate answer.

Q. You can only speak approximately?—A. Yes, because you have to know what the site is before you know what is going to be put into condition.

By Mr. Armstrong:

Q. What legislation would be necessary to induce your company and other companies in the east to carry through coal to Toronto and Hamilton?—A. As we go to Toronto and Hamilton we meet the continuously reduced price of American coal.

By the Chairman:

Q. That is, the price of American coal is actually reducing?—A. Yes, and their freight rates are not as heavy, and their cost of production is lower. Their cost of production at the mines is probably the same, but it does not cost as much for freight to Toronto as it does to Montreal.

Q. Is there a reduced cost of producing coal in Pennsylvania and West Virginia in late years?—A. Yes. They are producing coal under ideal conditions.

Q. So that the cost of producing coal in West Virginia has decreased in the last five years?—A. Yes.

By Mr. Armstrong:

Q. Do you mean a lower wage rate that you are paying?—A. There is not a great difference in the wage rate. We have always had a lower wage rate than in the United States, but the conditions of our miners have always been better than those in the United States. We bank large quantities of coal because we cannot ship coal to Montreal in the winter time, and through those operations we have been able to give more days work in a year. Except for more disturbing conditions, we have had in the last three or four years, our men have had more actual annual income than the United States miner with fifty per cent or more higher wages.

By the Chairman:

Q. The advantage of the American mining companies is in the physical condition?—A. The physical conditions of their property. The wage rate in our mines at present is about twelve per cent higher than the wage rates that were in our mines in 1917 and the West Virginia mines have in their mines to-day the same rates as they had in 1917. I give you that just to show you

that our wage rates are higher if based on the same year and the same competitive conditions.

By Mr. Armstrong:

Q. What is the cost of the increased coal at the mine compared with Virginia?—A. In Virginia you will see the mine opened out straight on a tunnel in the side of a hill, and men go around with open lamps, and locomotives run in on an open way. We cannot do anything of that kind. Our mines are caches. We cannot use electricity in many of them at all. We have to pipe compressed air long distances. We have a tremendous amount of air to handle in those mines, and our production has been forty per cent of the coal that we are working in.

By the Chairman:

Q. Can you give us approximately, the production per ton per man in your mine and the mines of West Virginia?—A. I just happen to have with me one of our bulletins with that information. There was an article in one of the papers recently criticising the production of Nova Scotia in the mining industry; and our bulletin—which I hope you all read—published an article on the output of coal per man. This article speaks of the improvements we have made in our mining, and then goes on: (Reads)

> "These improvements have resulted in a steady increase in output for underground producer, last year's figures being 6.85 tons per shift, or an increase of 14 per cent, as compared to 1919, and 9 per cent above the 1922 figure. It may be interesting to note that in 1914 prior to the war, the output per shift per underground producer was 6.4 tons. To-day this output is increased by 7 per cent in spite of the fact that an eight-hour shift is now worked as compared to a ten-hour shift in 1914. In other words, the miner has been given such increased facilities that he can now produce more in an eight-hour shift than he previously could in a ten-hour shift."

I might also add, in connection with that, that while I say our wage rates are 12 per cent higher than before, that is an eight-hour shift compared with a ten-hour shift. The article proceeds. (Reads):

> "The average output per shift for all employees of the Dominion Coal Company has been increased from 2.06 tons in 1919 to 2.53 tons last year, an increase of 20 per cent. In the case of other constituent companies of the Corporation, the increase in production per man per shift is slightly more pronounced."

It comes down to that amount owing to the large number of non-productive labour that we have in our mines. We are probably running to-day about fifty-six per cent producers and forty-four per cent non-producers, while in the States they are probably running sixty-five per cent, and thirty-five per cent non-producers; that is, laying lines of transportation that take our coal as we get out, so as to require many additional men that are not on the face producing coal. Our production per man is somewhat half of what they will have in the States, but it is also twice what it is in the mines of Great Britain. We are much better than Great Britain, and Great Britain is better than Belgium; it all depends on the physical position of the property, and I believe our miners are doing pretty good work, though we hope for better work.

By Mr. Armstrong:

Q. Have you any better fields where coal can be produced cheaper?—A. Each time we open a mine we are governed by the quality of the coal and the

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cheapness of it. We must open as cheaply as we can, but we must open the quality of coal that will be acceptable to our customers. We have a quantity of coal that may not be acceptable to our customers at the present time, but it will be acceptable as time goes on, with improvements in our practice.

Q. What proportion of the coal area do you control?—A. Well, I hardly can answer that. We control a very large portion of the good coal in the whole of Canada, I think. For instance, a great many mines could not operate in Cape Breton and ship via St. Lawrence. Suppose there were five operators instead of ourselves in the Glace Bay district, the Government would then be concerned, probably, with trying to secure the quality of coal and make the coal saleable by carload lots. The shipper would have to buy from all to make up a boat load and that could not be done economically except by government agents buying and mixing all the coal.

By the Chairman:

Q. What proportion of coal produced in the Maritime Provinces is handled by your corporation?—A. Well, I do not think I had better answer that because my mind is not clear on it. I think it runs about 82 per cent, possibly, but the records of Nova Scotia should show that. I may be a little wrong. Is that fairly right, Colonel; you probably know better than I do?

By Mr. Howden:

Q. From your remarks I assume that there are several deductions I might make. First of all, there is no immediate prospect of your materially lowering the cost of production at your mines.—A. We have been continuously reducing the cost of production since 1920, it is very much lower to-day than it was then. We cannot make the class of reduction that we have made; we have made so many economies, coming from the inflated period after the war. We are going to make some reductions this year as compared with what we might have done last year. We had a strike for five months last year. We will have a reduced cost next year, we expect.

Q. That, of course, will affect the cost of coal?—A. Yes. We are making changes in our mining system in several mines, but when you change a system of mining it takes three, or four, or five years before you have got up your development work. It is just like opening up a mine, it is three years before you are getting any coal.

Q. It would not be feasible to make coke at Sydney for distribution in Toronto?—A. I would not say it is not feasible, we could do it. I believe it would be more economical, and of greater advantage to the country, if the coke was produced where the gas and by-products would be of greater value.

By Mr. Cantley:

Q. This coking system ought to be located in the large centres of population which will take care of the gas.—A. Yes.

By Mr. Armstrong:

Q. My object in asking that question was simply this: that the coke in itself is worth so much more money and the handling charges might not be very much greater than the handling of the coal and it can be used to advantage in competition with the anthracite from Pennsylvania.—A. We will ship up the St. Lawrence this year 50,000 tons of coke.

By the Chairman:

Q. How far west is that coke distributed?—A. Some of it will come to Ottawa; the largest portion will be in Montreal, Three Rivers and Quebec. Then we have our regular maritime distribution.

Mr. BURY: I think Mr. Howden was asking a series of questions.

By Mr. Howden:

Q. I was just going to suggest that it was not feasible to make coke, waste your gas, and then try to compete in the Ontario markets against anthracite coal; it is not feasible economically.—A. We are selling British Empire coke in Montreal, delivered in the peoples' bins, at about $2 to $4 less than anthracite. We are doing that partly to try to develop the business. I would not say it is terribly profitable but that is the case, we are trying to get the coke in. That could be shipped on to Toronto and could reasonably compete with anthracite. At the same time Hamilton could put coke into Toronto, and Detroit and Buffalo can put coke into Toronto on a better basis than we can from Nova Scotia. There is no duty on coke and with the transportation I do not believe that Toronto would be a natural territory for us without some tariff.

Q. At the present time they can beat you?—A. Yes.

Q. With a little bit of assistance you could compete?—A. I think so.

By Mr. Bury:

Q. In Toronto?—A. Yes sir.

By Mr. Howden:

Q. I just had one other point. I think you stated that the cost of transfer, we will say from the Sydney cars to Toronto, can be materially lessened by improving the docks at Montreal?—A. Yes sir. Now the transporting of coke would be higher than the transportation of coal. You could not transport coke from Sydney to Toronto for any such rate as $1.40, that is for the class of coal that can be handled with big grabs and is not going to be damaged. With coke you would have to handle it with greater care, if you want it in proper condition for use; it breaks up, while you would get about 65 per cent of the weight of coke in the same space, so that your boat does not carry as much.

By Mr. Garland:

Q. Just on that point. Why is it that coke would require a more expensive rate?—A. If you load a railway car with coke, the same car would not hold the same tonnage, the same weight; the same thing applies to boats. A 10,000-ton boat would carry maybe 6,500 or 7,000 tons of coke below deck.

Q. Would that not be more applicable to the poorer grades of coke, alleged heating cokes?—A. Our coke, I think, is the heaviest coke produced on this continent.

By Mr. Howden:

Q. The point is, there is a saving to be made by improved transfer conditions?—A. Yes sir. With some duty on coke Toronto could be reached from Nova Scotia.

By the Chairman:

Q. How much duty would you suggest, Mr. Wolvin, to meet those conditions?—A. Well, the duty on the coal that goes into coke is 50 cents a ton, and we are getting 68 per cent production now from our coal. The duty on that basis, of just the coal that is involved, would be about 73 cents a ton; that is, involving duty on the coal itself. I do not think that would be enough duty on coke, I think the duty on coke should be $1.50, anyway.

By Mr. Howden:

Q. That would bring the price of your coke up to about what in Toronto?—A. If we had a duty of $1.50 on coke we could put coke in from Sydney and Cape Breton into Toronto to compete with American anthracite. The question

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 2)

PUBLIC ARCHIVES
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CANADA

of what our other competition would be, other coke and anthracite, you would have the duty at the same time.

By Mr. Armstrong:

Q. If you had assistance along the lines proposed, is there any question about the dependability of the supply?—A. That is seasonable, seasonable operations, you see, due to the river navigation. It makes all these things difficult; it means stocking of the coke, for instance, if we are to take care of Toronto in the winter time. We have either to bring that coke up and stock it in great quantities in Toronto, or at Montreal and ship it by rail, or stock it at Sydney and ship it all the way by rail, which brings you right back to the fact that the proper place to produce is at the centre that is being used, or as near as possible thereto.

By the Chairman:

Q. The rates you have quoted would not apply to rail transportation during the winter months, by rail from Montreal to Toronto?—A. No. That coal would be taken up and piled on the dock in Toronto in the summer time and used during the winter. The only way we can provide for coke operations in Toronto is to move the entire amount of our coal during the summer months and then use it during the winter.

By Mr. Bury:

Q. And back it?—A. Yes.

Q. Would it stand banking?—A. We had 125,000 tons, I think, on our docks in Montreal at the close of navigation last year. We had the docks in Three Rivers and the docks in Quebec filled and we had no difficulty whatever with it. We had had difficulty, as all people do who bank coal, we had fires once in a while.

Q. That is what I was going to get at. Would the high sulphur content of your coals give you much trouble in the banking?—A. I think our coal banks as well as or better than some of these other coals that people do not think they have any trouble with. We had some difficulty in the six years we have been connected with this business. One winter in Montreal we piled our coal pretty high and banked in the hottest part of the season, which has something to do with the conditions. We have banked as much as 450,000 tons in one pile at Glace Bay and never had any difficulty with it. The Canada Cement Company takes its entire requirements in the spring and summer and use it in the winter in Montreal, and have had no difficulty. There is some risk, but there is risk with all coal that is banked.

Q. Is there severe degradation by banking?—A. The degradation is usually in the disintegration of the coal.

Q. And that is not material for coking purposes, as you say?—A. Degradation of the coal from banking is not material for the purposes of domestic coking it.

Q. Would you mind telling me the cost at the pit mouth at Besco?—A. I prefer not to go into actual costs. Costs are so different, you know; one person puts everything in. Our costs at Besco differ; one field as compared with the other.

Q. You would not even give an average cost at the pit mouth?—A. I might say that the average figure—I have not made it up but it will be very close to it—I do not want to take one field and penalize another, that is what is in my mind. I will give you an average cost. The average cost would be about $3.50 to $3.60 at the pit mouth of the mines of the corporation.

Q. And what price could that coal be laid down, provided you got a large volume, in Montreal, and then in Toronto? We will take Montreal, leave

Toronto out.—A. What could that be laid down in Montreal for?

Q. Yes.—A. Well, there is railway haul in addition to that, there is dock expense and transportation.

Q. I am supposing there was a coking plant in Montreal sufficient to handle a large volume of coal transportation.—A. If I was negotiating with them I would probably put it about $5 a ton.

Q. At Montreal?—A. Yes. It would depend on the negotiations, as to just where we would arrive. You can use that as an approximate price.

Q. Would that be at the coking plant?—A. Yes, alongside the coking plant. That is approximate.

By Mr. Armstrong:

Q. There is no question about the supply being adequate for the districts to which you would send coal; there is no question about the coal supply being sufficient.—A. There is no question of the coal supply. As soon as the present available supply is used there are plenty of places to open mines. Mines will have to be continuously opened as these other mines go out of existence.

By Mr. Bury:

Q. I want to ask about the figures you gave as the output, 2.06, and then you gave another figure as the last figure of output, 2.5 something, I think.

Mr. McLean (Melfort): 2.53.

By Mr. Bury:

Q. Is that the output per man per hour?—A. No, that is—

By Mr. Cantley:

Q. Per day for all men employed?—A. All men employed per day.

Mr. Bury: That is the average per man per day?

Mr. Cantley: Including all labour, surface and everything else.

Mr. McLean (Melfort): Carpenters and well-men and everything else.

Mr. Bury: In other words, that is the total output of the mine divided by the number of men working, whether working as miners or working anywhere.

Mr. Cantley: Exactly.

The Witness: I said $3.50 to $3.60; I would like to make that $3.70 to $3.75, I made an error in my division.

The Chairman: That corresponds with the figures we got.

The Witness: $3.70 to $3.75. I would like to say in connection with that, that I am giving you the average cost of all mines. There are districts that could not produce coal at that price; that is the average of all production.

By Mr. Bury:

Q. But if you were making a contract to supply coal you would take all your mines and you would strike an average price.—A. Yes.

By Mr. McLean (Melfort):

Q. And you would deliver that at $5 on the docks at Montreal?—A. Alongside the docks.

Mr. Bury: Alongside the coking plant.

The Witness: That is alongside there.

By Mr. McLean (Melfort):

Q. Not unloaded?—A. Not unloaded. It is possible they would do a little better than that.

KEITHEN FALLS, Series 3 (R.G. 7, I, Volume 2)

PUBLIC ARCHIVES
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CANADA

By Mr. Howden:

Q. If you were summing up briefly and offering advice to this committee as to means by which we can extend the use of maritime coal into central Canada, you would suggest first of all the establishing of coking plants throughout central Canada, improvement in the handling arrangements at the docks at Montreal, and a duty on American coke and coal; that is about the size of it, is it not?—A. If you brought in the assistance that would produce oven facilities it would naturally take care of this. In other words, there is no one going to build ovens in Toronto until they have made arrangements for their coal supply. What I am getting at is; this price they would pay would be for a long enough term of years to provide facilities in Montreal, which the private industry would have to provide to deliver the coal—possibly I have not just got what you want?

Q. Putting, as it were, that to one side, still we must have the establishment of coke ovens in central Canada in order to give satisfactory competition against American coal.—A. I think so, yes. I think it is of a tremendous national importance.

Q. Then there is a considerable saving to be made by improved handling conditions at Montreal?—A. Yes sir.

By Mr. MacDonald (Cape Breton South):

Q. The two principal consumers would be the railways, the C.N.R., and the C.P.R. We had the C.P.R. man here the other day and he gave us some information about the different qualities of coal. Are you selling anything worth while to the C.P.R. or are you selling as much as you should sell to the C.P.R.?—A. I am afraid not. The Canadian National takes a large amount of coal from us. We feel that they drive us down on the price more than they should, but I have not any criticism to make on the treatment by the Canadian National at all. I think they are doing everything they can to help us and they are using coal in a wider territory this year than heretofore.

Q. They are not doing everything they can to help you when they make the statement they can buy coal cheaper in the United States than they can in Canada.

Mr. CANTLEY: Mr. Wolvin referred to the Canadian National.

Mr. MACDONALD (Cape Breton South): They said that too.

The WITNESS: They make us a competitive price and we meet it. They are taking large quantities of coal from us and they are trying to increase it; I believe they are trying to help us.

By the Chairman:

Q. But they are making you meet competitive prices?—A. We have to meet competitive prices.

By Mr. MacDonald (Cape Breton South):

Q. What about the C.P.R.?—A. We meet what we consider as the competitive price but we cannot sell them any coal for their Quebec lines, we have not sold a ton of coal to the Canadian Pacific for the Quebec line.

Q. Why?—A. Well, the duty is not high enough to permit us to sell it to them at the price they buy the other.

By Mr. McLean (Melfort):

Q. You say you meet competitive prices?—A. Yes, we meet competitive prices. We are offering them coal in much smaller quantities at the same price we sell to the Canadian National, where we have met competitive prices, and I believe we are offering them coal at less than competitive prices, is my opinion, but we are unable to sell them coal.

By Mr. MacDonald (Cape Breton South):

Q. You made a contract with the C.N.R. for a certain price, I understand, last year, and offered it to the C.P.R. for the same price and they refused to take it?—A. That is our situation, yes. We have offered the Canadian Pacific at the same price as the Canadian National for much smaller quantities of coal. We do sell the Canadian Pacific coal for the Dominion Atlantic Railway in the province of Nova Scotia, and we sell the Canadian Pacific Railway coal at St. John, New Brunswick, for their lines in New Brunswick but unfortunately we feel there is 300,000 tons a year that we are not getting in the province of Quebec.

Q. Bunker coal, you say, is free from duty as long as it is used for bunkering. You suggest that duty should be imposed on that coal that is used for bunkering?—A. There is no doubt in my mind at all. It is merely a departmental regulation, it is all wrong. I will express it like this, if I may; I think it is all wrong when the province of Nova Scotia voted money, when it was a larger part of this country than it is to-day, to build canals that made it possible to bring in American coal to Montreal in competition with their mines; and did all they could do to build up a harbour like Montreal; to find that all these facilities are there for the purpose of making it easy to sell American coal instead of giving the business to the mines of Nova Scotia, to whom I think it belongs.

Q. That is one of the questions of the Maritime Rights.—A. That is my opinion.

By Mr. Cantley:

Q. A few moments ago, in discussing the question of transporting of shifting coal from the large collieries, coming up from Cape Breton, to smaller boats going up through the canal to Toronto, I gathered that the committee formed the impression from what you said that it would be necessary to land all this coal on the docks and afterwards load it on the steamer. Now, is it not a fact that at the Scotia discharging plant at Windmill Point, that plant is designed that should one of your big 10,000-ton colliers come in, you could lay a smaller boat on the outside of the big colliers and work two hatches into the dock and work the other two hatches discharging directly into the hold of the small steamer alonside? That has been done?—A. That has been done, we do it right along.

Q. That coal would not have to be landed on the dock at all?—A. Yes. I think, though, that with proper facilities on the dock that you would run your boats cheaper than to try and throw it over the side. Your small boat cannot always find the big ship or ships you would have your contract with to carry coal. At the present time we are moving 100,000 tons of coal by canal to different plants and we put it over the side of our boat to the other boat.

By Mr. Howden:

Q. How about weighing that coal; a gentleman told us the other day it could not be done.—A. We do it right along; we do not weight it, we estimate it. We know it by the buckets, we know what a bucket weighs and we have never had any difficulty in being able to satisfy our customers and do business with them.

Mr. CANTLEY: You cant meet that in a practical way on the draft of the barges.

By Mr. Bury:

Q. When the barge gets up to the point of consignment is it weighed there?—A. When we send coal up to the sugar company and textile company, and different people, they have no means of weighing it.

Q. And they simply accept your consignment as accurate?—A. Yes, we are able to agree it is correct.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 7)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Howden:

Q. If you were summing up briefly and offering advice to this committee as to means by which we can extend the use of maritime coal into central Canada, you would suggest first of all the establishing of coking plants throughout central Canada, improvement in the handling arrangements at the docks at Montreal, and a duty on American coke and coal; that is about the size of it, is it not?—A. If you brought in the assistance that would produce oven facilities it would naturally take care of this. In other words, there is no one going to build ovens in Toronto until they have made arrangements for their coal supply. What I am getting at is; this price they would pay would be for a long enough term of years to provide facilities in Montreal, which the private industry would have to provide to deliver the coal—possibly I have not just got what you want?

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MEICHEN PAPERS, Series 2 (M.G. 27, I, Volume 5)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Cantley:

Q. What quantity of bunkers is passed through the port of Montreal free of duty to-day, roughly?—A. Well, the total tonnage has not been great. I have not the actual figures, I think the Department got them here recently. At the present time it is much heavier than it should be, for the reason that we cannot meet the price and we are letting some of them take American coal. We have taken it at less than cost for some years and I have decided we may as well let somebody else have the business.

Q. What proportion of slack have you got in your mining operations at Cape Breton, roughly?—A. I think it is 43 per cent we took out last year.

Q. Suppose that the Iron and Steel industry was closed up entirely, where would the market be for that slack?—A. If the iron & steel industry was closed up it would be a mighty serious proposition. We have increased our market for slack each year and the increased duty on slack coal has helped us to some extent. Another oven would help us. The discontinuance of the steel industry in Nova Scotia would bring untold suffering to the people there because, as it is, it is difficult to find a market for slack.

Q. Would not it be practically impossible to find a market for the coal?—A. It would bother us for several years but ultimately we would have to find a place for it but it would retard the broken coal industry very much.

By Mr. McLean (Melfort):

Q. That slack would be just as suitable for coke making as the run of your coal.—A. It is the best of our slack. We have to have a high grade coal for metallurgical purposes, it has to be reasonably low in sulphur; it is the slack of our best coal.

Q. Do you charge your steel plant the same price as you ask from consumers elsewhere for that coal?—A. Well, at the present time we charge them approximately the same price, based upon the convenience. You see, we can send that coal in when we have not a boat, we can use it to balance our mine. They take it in the winter-time, take the slack out and then we can bank the other coal and all that kind of thing. There is a tremendous advantage in not having slack around. They are paying what I consider a fair price at the present time, what I would consider a good, fair marketable price under all conditions.

Q. There is one point you mentioned that I did not catch. The freight to Montreal from your Cape Breton mines is what, your water freight?—A. About 85c. That is with the return on the vessel.

By Mr. Cantley:

Q. A statement was made by the witness on behalf of the C.P.R. a couple of days ago that they have a contract for the supply of coal at the Montreal district this year at a price 15 cents more than you offered. His explanation was that the Canadian coal they were buying in competition with Nova Scotia coal was worth 25 per cent more. What have you to say in regard to that? A. Did he say 25 per cent or 25 cents.

Q. Twenty-five per cent, he said 15 to 25 per cent, and finally he got down to a straight 25 per cent.—A. If he had said 25 cents I would think there was a basis of an argument, but at 25 per cent I do not think there is anything to be said.

Mr. MacDonald (Cape Breton S.): He said 15 to 20 per cent.

Mr. Cantley: Yes, but later he stressed 25 per cent.

By Mr. Cantley:

Q. Can you give us roughly, without spending very much time on it, the total cost of discharging plants at Quebec, Three Rivers, and Montreal? It runs into a very considerable figure and I would like the committee to have

some idea of the amount of money that has been expended in the construction of these plants.—A. They are all on leases, so without the property being included, I suppose a million and a half dollars anyway.

Q. I will divide my question into two parts. 1. As to the cost of the discharging plant. There are two plants, for instance, in Louise Basin, at Quebec; there is a plant at Three Rivers, and two or three plants in the harbour at Montreal, the cost of which runs into several millions of dollars. —A. I think I would rather say two million than a million and a half.

Q. One other question: What rentals are you paying, for instance, in Montreal for this leased land on which your coal piles are situated?—A. I would rather not give that publicly. I am upon a little bettter basis than some of the others. The regular rate in the harbour of Montreal is ten cents per square foot for a year.

By the Chairman:

Q. Does that vary with a larger amount; that is, can you get a large number of square feet for less money than those taking a smaller piece?—A. We have taken a very large piece recently at a reduced rate.

Mr. Bury: We cannot possibly hear what he is saying.

The Witness: During the last three months we have taken a very large piece of about 440,000 square feet. I think. It is land that has gradually been made by fill and no one else can reach it, it is useless to the harbour and we have taken that a low rental, which I would rather not mention. It is not anything like 10c. I have taken it for ten years, the rental doubles at the end of five, and we have arranged with the Canadian National to bank 125,000 tons of their coal there. The reason we pay so small an amount is that the property has not the proper facilities, but it is close to the dock and it gives us access to our boats.

By the Chairman:

Q. You are getting a lower rental because it is not fitted up?—A. It has no discharge facilities on it.

By Mr. Garland (Bow River):

Q. You gave us costs as to what you pay for moving your coal; would you give us the price you are selling that?—A. I hardly think I could do that; we have so many customers.

Q. Your market price?—A. Yes., the price of coal ex-dock at Montreal is $5.50.

Q. Not at your mines?—A. At the mines for rail shipment?

Q. Yes.—A. That is only a local condition, only Nova Scotia is concerned in that. I think our price is $6 a ton. Most of that coal is screened coal, ready for household use; it takes a large amount of slack in it it is rather unfair to compare it with the price in Montreal, or anything of that kind.

Q. Could you give us any idea of the cost of coal at the Inverness mines? —A. No, I would think their cost is quite as high.

Q. When you get your coal to Montreal how do you handle it, through whom? You have an agency there?—A. We are wholesalers of coal, but as wholesalers we sell to people who buy a thousand or fifteen hundred tons a year.

Q. You have a subsidiary company in Montreal?—A. We have no subsidiary company, no, sir, in Montreal. We sell to a great many dealers and we sell to a great many consumers direct. The consumers we sell direct to either take it by switch into railway cars or deliver by barge, or sending their own trucks after it. We have no arrangements for retail business, such as delivery.

MUNICIPAL ARCHIVES, Series B (R.G. 2), I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Q. Is there an importing company in Montreal?—A. There is the Canadian Importing Company in Montreal and in Quebec, the largest dealers in coal that I know of in Canada.

Q. I suppose you know some of the principal dealers, Mr. Webster and others, and yourself?—A. No, I am not interested in any way.

Q. Mr. Lorne Webster is interested in it?—A. Yes, I know he is one of them.

Q. Do the independents—I refer now to the Inverness people and the Bras d'Or fields—do much business in Montreal?—A. They do not do any of it.

Q. Why is that?—A. If there were no companies running operations like our they would be doing business too. It is just the idea of the big business, and their facilities for doing business. I would say if we did not have the facilities we have in the way of handling there would not be the business in coal as it is to-day, and there would not be much for Nova Scotia. It is the facility of the organization that does the business.

Q. You virtually have a monopoly of the Montreal market?—A. You must remember there is not any organization prepared to ship to Montreal. There is not a mine that is prepared to ship, having the facilities for shipping in large quantities, or such quantity of coal as Montreal would take.

Q. Surely the Inverness people have their own boats?—A. No; and you could not sell Inverness coal in Montreal at all.

Q. Why?—A. Inverness coal is attractive to the housekeeper to use domestically, but it is very high in sulphur. Inverness, we would not dare to mix it with our coal.

Q. It is ordinary, for domestic use?—A. Yes, and it is well thought of, and they pay more for it than they do for other domestic coal.

Q. You have intimated already, that in order to make coke and sell it commercially, you would have to have a ready market for your gas, the principal by-product, and other by-products also?—A. Yes.

Q. Have you made any survey of the gas situation, especially in Quebec and Ontario?—A. I have in a general way, but generally I have taken the report of the fuel board. They have gone into that at great length, and if I undertook to quote it I might mis-quote it. I might say this information is in their report.

Q. You have not any idea of the coking plants that would be commercially profitable?—A. I think that coking plants at Montreal, Quebec city, and Toronto could be built at once, building a unit first, and other units could be added in a couple of years to take care of the increased use of coke.

Q. A coking plant costing about $3,000,000 will produce about $360,000, tons of coke a year?—A. No, they never will build it for $3,000,000; it will cost more than that if you figure it right.

Q. The plant in Troy, on the Hudson foundation, cost something over $3,000,000.—A. Well, I have seen the plant at Troy, and it can bring its coal in from all around. First you have to provide big storage plants here for the winter.

Q. Then, do you think I had better double the figure?—A. I think you had better double the figure for a city like Montreal. I think you have to deal with larger difficulties there; you have to have a water-front property, and discharging facilities, and storage for your coal, and storage for your coke in summer. All those things add cost to your plant. That is one reason why you have to consider government assistance. If you would start to build a plant to-morrow for Montreal, the consumption is already there, and you would have to sell to the Light Heat and Power Company at a price that would be attractive to them, and they are making their own gas already.

Q. And you would have to sell it in competition with the electric light as well?—A. No; there is quite a competition, but I think you could sell it, if you

could sell gas a little bit cheaper. I think the consumption of gas is going to be one of the startling things in a few years. In addition to using coke we will be heating our homes with gas.

Q. Do you think gas will beat electricity?—A. Gas will go side by side with electricity. For certain purposes electricity has every advantage over gas, but gas has never been pushed in Montreal in competition with electricity.

Witness retired.

WILLIAM BUCHANAN called and sworn.

By the Chairman:

Q. Will you please give your business?—A. I am a coal merchant in London, Ontario.

Q. You are a resident of London?—A. Yes, in the retail coal business twenty-five years.

Q. Are you familiar with the coal and coke situation in the city of London?—A. Yes.

Q. You are familiar with the conditions surrounding transportation of coal on the Great Lakes?—A. No, not on the Great Lakes.

Q. On the St. Lawrence?—A. All rail.

By Mr. Armstrong:

Q. I would like you to tell us about your business, Mr. Buchanan?—A. I am in the retail business and have been retailing Alberta coal when I could get it at a $7 freight rate. First, we got some twenty-five cars, then last year we got forty cars, and this March and April I got sixty. I wholesaled of a few of those in different towns, and retailed most of them in London, delivered in sacks, $14 a ton for real good Alberta coal. Now, I pay at the mines $3.25 for the cheapers, some for $4, some $4.25, some $5, and I have paid as high as $6 for Saunder's Ridge and Saunder's Creek, f.o.b. cars, that is the highest price.

Q. You can handle about 120 cars?—A. All told, 5,000 tons of Alberta coal.

Q. How many cars?—A. That would be over one hundred and fifty cars.

Q. You found that it had given good satisfaction?—A. Yes, and a great many people that used it the first year ordered it the second year, and lots of them filled up their bins to complete their winter supply. Others, again, would try a ton and see how they liked it and how it would suit them, and most always would come back and get more.

By the Chairman:

Q. What was your first experience with Alberta coal?—A. Two years ago.

Q. And you have developed that business within the last two years?—A. Yes, sir, and if we had had it regularly I could sell five times as much; but the way we get it is to come before the Parliament and before the Railway Commission, and then get the orders through the Fuel Controller, and we don't know whether we are going to get six cars or a hundred cars. After a little experience in it I would ask for a good supply—well, a hundred, and take a chance of selling.

By Mr. Bury:

Q. Your experience was good?—A. Yes.

By Mr. Cantley:

Q. There was only a season's supply; you could not do the business during the whole twelve months?—A. No.

Q. And you could not get it during the period of greatest consumption, that is the winter months?—A. That is true.

KEMCHEN PAPERS, Series 2 (M.G. 27, I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Bury:

Q. Have you had any serious complaint in regard to the coal that you received?—A. No, I have not. No one wished to take it out, or complained about it. Some complained there was too much slack in it, and I would explain to them the slack was just as valuable as the lump coal, and it was very necessary to have some slack to cover over at night, to bank it, so they were glad to learn particulars, and the more they used of it the better they seemed to like it.

Q. They would buy it almost in preference to the anthracite?—A. Yes; several people this year are asking when I am going to get Alberta coal, and they say as long as I can get Alberta coal they will never buy American coal.

By the Chairman:

Q. Was anthracite selling at the same time you were selling Alberta coal?—A. Yes.

Q. What was the difference in the price?—A. When we started to get Alberta coal we were selling anthracite at $15.50 in bags delivered any place in the city. I got some Alberta coal and sold it at $14 a ton, delivered in bags.

By Mr. Bury:

Q. How long have you known this Alberta coal to be stored?—A. Six months, and sometimes more. I have a specimen here of Drumheller high-grade, upper-seam coal that I got down the first shipment, just over two years ago; I put it in my cellar, and in the spring I thought I had better have a lump as a sample, because we may not get any more Alberta coal, so I took that and another lump and laid it on my desk in the office, and it laid around my desk in the office for two years.

By Mr. Garland:

Q. Was that on your desk all the time?—A. Yes, and I showed it to a thousand people, and they handled it and looked it over.

Q. It would keep in the cellar better than on your office table?—A. Certainly.

By Mr. Armstrong:

Q. Perhaps you would leave this sample with the Committee?—A. Certainly.

By Mr. Bury:

Q. Your customers took the coal in in the summer?—A. Yes.

Q. Did any of them ever come back to you in the course of the winter or the next spring and complain that their coal had slacked too much in their cellar?—A. Not one. I stored two carloads in an open shed myself, of good coal, and in the last days of July, and left it there, some of it till October and past October, and took it out of bins—it would be probably a hundred tons in the bin, an open shed—and it came out just as good as it went in.

Q. By an open shed you mean just a roof and three sides?—A. Yes, three sides.

By Mr. Armstrong:

Q. You supplied cars of coal to other parties around the city?—A. Yes.

Q. Have you had any complaints?—A. No, none whatever. I supplied coal to St. Thomas, four cars; Woodstock, four or five cars; Strathroy, Paisley, Exeter, Mitchell, and a great many small towns, and they liked this coal very well, and ordered more. I sent it also to other places—Breslau, Thamesville, Camlachie, Glencoe, Watford; and I retailed some twenty cars myself out of that shipment, and that was last August and September.

By Mr. Bury:

Q. Besides the Drumheller, Saunder's Creek and Saunder's Ridge, you got some Edmonton coal?—A. Yes.

Q. Had you any complaint about that?—A. Well, no, I don't know as I really had any complaint, but my experience would be not to buy Edmonton coal. There is more moisture in it. It will not store quite as well, and I think the best coal is none too good for Ontario.

Q. If some lignite coal around Edmonton could be sold a little cheaper you would have a market for it, in view of the cheaper price?—A. Oh, yes; a great many of our people will buy Alberta coal on the price, no matter what it is; in fact they don't know. When I got in high priced coal as $6, I probably would sell it just the same as the $3 coal, and did sell it.

Q. You got some Marcus coal, did you?—A. No.

Q. Did you get coal from the Penn Mines?—A. No. I got some from Clover Bar, from McKay, and I have had Pembina.

Q. How did the McKay Clover Bar do?—A. It looked very good, but it slacked quicker.

By Mr. Howden:

Q. The general impression is that this western coal will compare, ton for ton, with the anthracite?—A. No, not that; if one is worth $14 the other would be worth $16. That would be a good comparison I would think.

By the Chairman:

Q. You received that coal in box cars, covered cars?—A. Yes.

Q. What system did you have in unloading in London?—A. We just open the door and go right in with a pick and shovel. Some was too large to bag it, and we had to break those large lumps and bag it, and take it right out. We didn't store but very little of it. We had any amount of orders, and people came up and ordered a ton.

By Mr. Garland:

Q. Did you have any hesitation, as a dealer, in storing it?—A. I wouldn't like to keep much of it, like I did anthracite; that is, take it in in April or May and store it till December.

Q. For what reason?—A. Well, there would be more or less slack in it, more than in anthracite.

Q. Surely not, if you had properly fitted bins?—A. No, there would not, but we store it and unload it, say, in a bin, probably draw it over, and that breaks it a certain amount. Then we take it up again, or bag it over again, and work it for a month, perhaps, at the same bin, so that it gets more or less slack.

Q. You have no storage alongside the track?—A. Yes, we have, but we could wheel it in in that case, wheel it in with a wheelbarrow.

Q. You have not got it close enough from the car?—A. No, we have to have six feet clear, and we have to take the bag or box across. Even an open car would be harder to get at. This coal would not elevate very well in an elevator.

Q. Not unless the elevator was designed specially?—A. That is so.

Q. A while ago you spoke about six dollar coal that would be selling at the same price as the $3 coal; did you have to do that?—A. Yes, in some cases I had a car of each, and would tell a friend about it, and show him all about it, and tell him about the good qualities and I would sell it. I put it in my own house, and my sister's, that is the way I got out of the high price.

By Mr. Armstrong:

Q. Give us some idea of prices at the mines?—A. At Edmonton I think I could buy it at $3.25, good coal.

Q. Give us some other ones.—A. Drumheller this last season has been $4 for a good furnace lump coal that goes over an inch, nice clean coal.

MIKROFILMED, Series 3 (M.G. 27, I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By the Chairman:

Q. Did your $7 freight rate mean $7 at the siding in London?—A. Yes.

By Mr. MacDonald:

Q. Did you get all your coal at that $7 rate?—A. Yes.

Q. What about that $9 rate?—A. Could you sell it at that?—A. No, we could not.

Q. You have got to get that $7 rate in order to make it commercially profitable to handle?—A. Yes. Say we buy a good coal up there at $4 at the mine, and $7, is $11, and it takes about $3 to handle it, from $2.50 to $3.

By Mr. Bury:

Q. That is the distribution cost?—A. Yes. We have a teamster and we give him a $1 a ton to team from the track, so there is $1, right off, the first thing. Then there is the shortage and the office expenses, and the like of that, and overhead expenses.

By Mr. MacDonald:

Q. You count that $2?—A. Yes, I get $2.50 out of all Alberta coal that I handle.

Q. Out of what you retail, not out of what you handle?—A. Yes.

By Mr. Bury:

Q. I gather from what you say that the expensive high-grade coal, Saunder's Creek, in point of fact you did not distribute it among your customers; you kept that for your friends and relatives and yourself?—A. Yes, I could sell it at $14, the same as other coal. I gave some of it out to people—thought would get used to it and be glad to introduce it, and probably I wouldn't make a cent on it.

Q. What I am getting at is this: In point of fact, the bulk of the coal that you distributed to your customers was not the Saunder's Creek coal?—A. No.

Q. It was perhaps a little bit not as good coal?—A. No; Drumheller coal, I had over twenty cars.

By Mr. Howden:

Q. Would you have to bag it at your own expense?—A. We would have a yard-man in, and would bag it and hand it to him on the wagon. He would store it. If he would take it loose, he would load it probably.

By Mr. Bury:

Q. That all came in the $14?—A. Yes.

By Mr. Armstrong:

Q. How many cars of coal would you undertake to bargain for, this same grade, if it could be provided at $7 a ton, freight rate?—A. I would take twenty cars a month all the year round, or if I only had it for six months, 100 cars.

Q. If you could get Alberta coal delivered to you at the $7 rate you would take 20 cars a month all the year round?—A. Yes.

Q. Or what?—A. Or for three months I would take 200 cars; it depends on the time of the year.

Q. For three months out of the year you would increase that to 200 cars? —A. Yes.

By Mr. Gershaw:

Q. Is there any loss of weight on that coal?—A. They say so. There is some loss, but not very much. Of all I handled I have about six and a half tons loss, out of we will say, 100 cars; but of course we delivered a lot of those off the car; it never went to a pit.

By Mr. MacDonald:

Q. You would almost lose that in slacked weights?—A. Yes; if I stored that in my sheds and took it out six months later there would be more waste to it accordingly, because we took it right off the car and sold it, two cars a day in some cases.

By Mr. Bury:

Q. Did you bag it directly from the car?—A. Yes.

Q. Then, it is delivered directly in bags, and the bags are emptied and brought back?—A. Yes.

By Mr. Armstrong:

Q. Has any of this coal been delivered to you in open cars?—A. No.

Q. Have you any idea what it would cost to deliver it from Port Stanley to London?—A. 90 cents a ton, we have now, coming from Port Stanley to London.

By Mr. Cantley:

Q. What is the mileage?—A. 28 to 30 miles.

Q. Have you sold any of this Alberta coal for heating purposes in manufacturing establishments?—A. No; it is a domestic coal, though we could buy steam coal up there just as readily. They had plenty of steam coal out in Alberta. If we want it for steam we buy steam coal; if we want it for domestic we buy domestic coal.

Q. I had a letter from a manufacturing concern in London that said they were using annually about 10,000 tons of coal for heating, and wanted to know if it was possible to get Nova Scotia coal up to their city; they were willing to pay some increased price over American; would this coal be suitable for their purposes, simply for drying?—A. Alberta coal, yes, it would.

Q. Suppose the rate were $7, or $6, would it not almost displace American coal in Western Ontario—I mean the whole region from Toronto?—A. Yes, I would say it could be done.

Q. If the rate were reduced to $6?—A. That would be $10 cost in our town, and I could sell it then for $13, or in carload lots sell it at $10.50.

Q. My question is, at that rate would it not be possible to practically displace American soft coal in that whole territory in Ontario?—A. It would. I understand that in Winnipeg that 90 per cent of the tonnage is Alberta coal; and my custom this last ten years in the summer time is always to tell customers to get in coal early before navigation, but I do not hear much of that lately. Now, after we had had a strike in the Pennsylvania field for over four months a Winnipeg man was advertising coal for sale on the docks at Fort William. Nobody could get a car of anthracite coal at any price, even in Scranton or any-place else, but it was at Fort William for sale after the strike had been on four months. Well, I found out from the railroad what it would cost to fetch this anthracite coal down, $7.30 a ton from Fort William down to London. They had stored it there and left it there probably for six months or a year and then after there was a strike on and nobody had anthracite coal they had it there. I wondered why this was and I began to think Winnipeg was expected to buy this coal but they did not do it.

By Mr. Howden:

Q. Why was it?—A. They had been buying Alberta coal, and Brandon and all through Manitoba had been buying Alberta coal and did not buy the anthracite, so this man had to sell it. There was an opportunity to sell it when there was a strike on. I think that this proves that Manitoba is using Alberta coal and they have the same furnaces and same stoves as we have in London.

REICHEL PAPERS, Series 2 (M.G. 27, I, Volume 5)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Q. If you were able to sell Alberta coal at $13 in Western Ontario, don't you think American anthracite would follow your price down?—A. No sir. The American anthracite is pretty well worked out and they are very independent. I have been trading with them for twenty years. I have been down at the mines and coaxing them to get coal, during war time and other times as well. In some cases they say "pay your money in this bank down here and give the bank manager an order to pay me as soon as that coal is loaded." They have been sending slack and stone and other things to make it run out as long as they can.

Q. That is quite true, but that is when they thought that they had the upper hand. When they find you are independent of it, don't you think they will change their attitude?—A. Lately they have been charging a dollar a ton higher than a year ago.

Mr. GARLAND (Bow River): That was just as soon as the Alberta coal ceased to come into Ontario.

Mr. BURY: Yes, when the test movement ceased.

WITNESS: There are small independent fellows in the anthracite business who have small mines of their own and who feel it is better than anybody else's and if the market is stiff they get about 25 cents up to a dollar more; it depends on what it can stand. When there is a glut in the market and the railroad companies—there are about five of them—who control the price and once in a while, in my twenty years' experience, the little fellow has to come down about to their level but as a usual thing he gets a little bit more and he gets all the way from ten cents to a dollar a ton extra.

By Mr. MacDonald (Cape Breton S.):

Q. You told us for two years you have been handling this Alberta coal principally?—A. Yes.

Q. Why was that, was it the result of a campaign of education?—A. Yes.

Q. In the burning of Alberta coal?—A. Yes. Eight years ago I happened to be taking a trip through the west and I stopped at Edmonton and I went down to the Penn mine there in Edmonton and I, being a coal man, took a little interest in the coal business. I met Sam Drumheller himself and had quite a visit with him and he told me all about the mine at Drumheller and gave me the address of about five. I corresponded with them and got prices, that is the way I took hold of it first.

Q. There was a campaign of education, was there not, put on by the Alberta government down through the province of Ontario?—A. Lately. They were pushing Alberta coal and the only way they could get it on the market was for the Alberta shippers to give a present of the coal, give it away for nothing, and they gave one car to Toronto and one to London and one to Ottawa, I believe, and probably one to Hamilton.

Mr. GARLAND (Bow River): Two to Ottawa.

The WITNESS: They gave the coal away. It was put on through the papers and our "Free Press" 'phoned me and said they had a night letter asking if they would take a car of coal. They said they were not in the coal business and they did not know anything about it. They thought that I, being up through the West, would know about the coal. I said, "I will take it and deliver it at cost price, I will pay the freight on it. You either have it shipped direct to me or to your own name and I will retail the coal out." When the coal came in they took a photograph of the car in my yard and they took three or four tons down to Small Ingram's basement, which is a large store there, and had one of McClary's furnaces and lit a fire there and demonstrated how it would burn. That freight cost me $13.20.

By Mr. McLean (Melfort):

Q. That was the regular through rate?—A. Yes.

By Mr. MacDonald (Cape Breton South):

Q. That supply of anthracite at Fort William; don't you think that possibly those people were keeping that there just for the purpose of holding the market?—A. No, I do not think so. I am well acquainted with the American people, and have been trading with them off and on and I buy some in the east and sometimes in the west, and as far as I know they always treat us very fair and I do not know as they try to corner the market.

Mr. MCLEAN (Melfort): That is the western market they were holding it for, they have always done that.

By Mr. Armstrong:

Q. They have no unloading facilities at Port Stanley.—A. The Canada Steamship Company have gone into the coal business, I think just to get a little tonnage for themselves as much as anything. They say they are not really coal men but they have connections at other places and they go and get a boat-load any time and fetch it to Port Stanley. That has just started lately.

By the Chairman:

Q. Where is their supply?—A. They get it from West Virginia.

By Mr. Armstrong:

Q. But facilities could be arranged there?—A. Oh, yes.

Q. For the handling of coal very easily?—A. Very easy, and lots of room.

Q. Have you considered lake and rail haul in handling coal?—A. No, I have not, very much. I would say that the cheapest and best way to get Alberta coal for inland points is by rail in box cars. Now, the railroad people tell us that one of the largest expenses, or greatest additional expense, is taking the empty cars back. I know for a fact they have thousands of empty cars up there unfit for grain, they have accumulated there for the last twenty years.

By Mr. Bury:

Q. Where?—A. Up in the west from Fort William to the mountains, over 30,000 empty box cars. I received several of them and I noticed a card put on them "Unfit for grain," nailed on the side of the car. In some cases that had faded out and another one had been put on there, you see, the next year, with greatly brighter colour, "Unfit for grain." These cars are loaded with coal and in some cases they may have a hole in the floor and a board is put over it and it works well. If there are bad doors, they put even boards in the door. In lots of cases they are sealed up and a proper door put on the car but it does not make any difference to the coal. All the coal I received you would not know but it only came ten miles, noways crushed or broken.

By Mr. McLean (Melfort):

Q. Of course it could not be crushed after it was loaded into the car?—A. Not very well, but some say and think it does.

By Mr. Bury:

Q. They claim it shakes?—A. They say shaken up and down.

Q. That the shunting breaks it; but apparently it does not. Would the box cars come to you filled?—A. They would be not much more than half full, about half of the space.

Q. You mean to tell me the box cars were only half full?—A. The capacity of the car is probably 30,000 pounds, or in some cases 40,000 pounds. They load it to the capacity of the car. When they take an old car that was unfit for grain, which would naturally be small cars and poor cars, they would not want to overload it.

Q. You think they were only loaded to half capacity?

KEITHEN PAPERS, Series 3 (M.G. 27, I, Volume 7)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

The CHAIRMAN: Full capacity.

The WITNESS: Full capacity, but you would not fill them to the roof; if it was oats—

By Mr. Bury:

Q. I understand what you mean by "capacity," the cubic capacity. You cannot use the whole cubic capacity because the weight would be too heavy.—A. Yes, that is true.

By Mr. Howden:

Q. A box car is only half filled with grain?—A. Yes.

By Mr. Armstrong:

Q. What proportion of the cars you received were of this old type not suitable for grain?—A. Fully 80 per cent, probably 90 per cent.

By Mr. Bury:

Q. Supposing you used good cars, good rolling stock, instead of this old rolling stock, what do you think a car would carry?—A. A box car?

Q. Yes, a box car.—A. Well, they could handle 40 tons or 50 tons.

Q. 50 tons to a car?—A. Yes, you get some 50-ton box cars, not from Alberta though.

Q. From where?—A. From Pennsylvania we get them often, box cars with 50 tons in them.

Q. From the States?—A. Yes, sir.

Mr. McLEAN (Melfort): The C.P.R. have lots of 50-ton cars.

Mr. BURY: We have been handling train loads with 13 tons in a car and then we take about an eighteen hundred-ton haul whereas our haul ought to be at least three thousand.

The WITNESS: They figure on the smaller cars, and with the smaller cars it is more expensive per ton. With a 60-ton car they could fetch it down cheaper, but I claim they have got the empty cars up there now, 30,000 of them or more, in their road, shunted out on sidings and moving back and forwards. If they want a few cars of wood they can use them. Why not load those cars and take them down here and if they send down one hundred cars a week it will take three years to get the 30,000 cars down, or more, and then by that time there will be a lot more accumulated out there.

By Mr. Bury:

Q. And those cars could be repaired and sent back?—A. I know in our shops in London, we have them there. They can repair them and put doors on and fix the roof and send them back.

By Mr. McLean (Melfort):

Q. Are those cars marked "Unfit for grain" repaired by the railroads in the West from time to time?—A. I would say, no. They could be repaired, quite a few of them.

By Mr. Armstrong:

Q. A fair number of them come with the sign.—A. Yes.

Q. One car after the other pasted over?—A. Yes.

Q. And for a term of three or five years, were there that many?—A. Yes.

Mr. McLEAN (Melfort): Not the same cars?

Mr. ARMSTRONG: The same cars standing on the siding.

The WITNESS: We have them in London. If I go along now and look I notice a lot of cars away up on the back sidings, old box cars and even cattle cars. I used to ship cattle away back myself and I notice in looking out of the car there you see hundreds of them along the road, all empties, old ones that would be no good.

By Mr. McLean (Melfort):

Q. I understood you to say a little while ago you got 30,000 pound and 40,000 pound cars; you mean 30-ton.—A. It would be 30-ton, yes; 60,000 capacity.

By Mr. Gershaw:

Q. You have been acquainted with this coal business; have you any solution that you think might be practicable?—A. To bring the coal down?

Q. To bring the coal into Western Ontario, other than you suggest?—A. Yes, I would suggest that if we can get a steady supply of Alberta coal the Alberta people will give it to us a little cheaper. We were paying $4 for real good Drumheller coal. Now we may buy it for $3.75; there is a quarter off there. We could handle it cheaper, I am sure, by a real study of the situation, and instead of having to figure on $3 we can figure on $2. I will handle it very low, almost at cost, to put it on the market and get the people used to it, because I am sure it is the coming fuel for Ontario.

By Mr. Howden:

Q. Do you think it would be feasible to use the rail and boat haul?—A. Well, I am not much posted on the boat haul.

Q. You have been speaking on the all-rail haul, have you not?—A. Yes.

By Mr. McLean (Melfort):

Q. Do you think it feasible, if you were given that low rate, to get your coal in in the spring and summer months, when there is no great grain movement?—A. May, June and July would be a good time. I have put in for forty-five families now, have put in their coal for next year. Every coal merchant is doing the same; we have about thirty merchants there.

Q. And you think it feasible for you and other dealers to store from April on, when the mines in Alberta are becoming quite slack?—A. Yes, we could store some of it, but we don't like to do much of that.

Q. Because of the financial expense?—A. Yes, and the room.

Q. You could get lots of storage place alongside the railway tracks?—A. Yes.

Q. And cheap storage?—A. Yes, that is quite true.

Witness retired.

The Committee adjourned till Tuesday, June 8, at 11 o'clock a.m.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 5)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

131 A

SESSION 192

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 6

MINUTES OF PROCEEDINGS AND EVIDENCE

TUESDAY, JUNE 8, 1926

WITNESSES HEARD FOR EVIDENCE:

Mr. James Dougall, Transportation Department, C.P.R.
Mr. David Crombie, Transportation Department, C.N.R.
Mr. C. S. Gzowski, Chief Engineer of Construction, C.N.R.
Mr. James Pringle, Asst. General Sup't., Transportation, C.N.R.
Mr. I. V. Smart, Operating Engineer, C.N.R.
Mr. F. T. Cuttle, Canada Steamship Lines.

OTTAWA
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ADDENDA

Letter and Tabulated Statement of Mr. R. C. Vaughan, supplementing evidence given June 1st.

Statistics of Canadian National Railways showing Freight Operating Results, etc., submitted by Mr. Gzowski in the course of evidence given.

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
TUESDAY, June 8, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Cantley, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), and McLean (Melfort).

In attendance:—Mr. James Dougall of the Canadian Pacific Railway, Mr. David Crombie, representing Mr. Hungerford, Vice-President, Canadian National Railways, Mr. C. S. Gzwoski, Chief Engineer of Construction, Mr. James Pringle, Asst. General Superintendent of Transportation, and Mr. I. V. Smart, Operating Engineer, all of the Canadian National Railways, also Mr. F. T. Cuttle, representing the Canada Steamship Lines.

The Minutes of the last Meeting were read and approved.

The Clerk explained that he had unintentionally omitted to enter in the minutes a request made by Mr. A. W. Neil, M.P., that his evidence be heard in regard to the coal situation in British Columbia. Mr. Neill's evidence will be heard on Wednesday.

A communication and statistics supplementing the evidence given by Mr. R. C. Vaughan on June 1st, was ordered to be printed in the record.

The Chairman informed the Committee that he had conveyed to the Hon. E. N. Rhodes, Premier of the Province of Nova Scotia, the Committee's wishes that he be heard in conference with the Committee upon the coal situation of his province.

After some discussion, Mr. Armstrong moved that invitations be likewise extended to the Hon. G. H. Ferguson, and also to the other Premiers of the Provinces of Canada who were in Conference at the present time in Ottawa.—Motion carried.

The Committee then proceeded to consider the evidence given by the gentlemen above mentioned in attendance, who were sworn and examined upon various phases of transportation of coal by rail and water, rates of freight, tonnage hauls, etc.

In the course of his evidence, Mr. Gzowski submitted a table showing freight operating results of the Canadian National Railways, which was ordered printed in the record.

The Witnesses, with the exception of Mr. Cuttle, who will be further examined to-morrow, were discharged.

On motion of Mr. McLean, it was ordered that the Intercolonial Coal Company of Westville, N.S., and the Bras d'Or Coal Company of Little Bras d'Or be advised to prepare data and be prepared to give evidence before the Committee upon their operations as coal producers and shippers when advised to come to Ottawa.

The Committee then adjourned until to-morrow.

V. CLOUTIER,
Clerk of Committee.

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MINUTES OF EVIDENCE

COMMITTEE ROOM 425,
HOUSE OF COMMONS,
TUESDAY, June 8, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

JAMES DOUGALL, recalled.

By the Chairman:

Q. You were asked to bring further evidence in complement of the evidence you gave here before; have you a statement prepared?—A. No sir. I would just like to make a few remarks. The other day, when we were discussing the various qualities of Alberta coal it was rather difficult to explain to the Committee just exactly what I had in mind. I am reading now from the report of the Alberta Coal Commission, and on page 28 you will find a classification of the coals of Alberta which, in my opinion, are correct, as near as possible, for commercial purposes. I might say, in connection with this report, that the three gentlemen on there should be considered as quite reliable. Mr. Drinnan, who was probably the foremost coal mining engineer in Canada, was one of them, himself very much interested in both bituminous and lignites of that Province, and I feel certain that nothing would be in the report that was not correct. In these classifications you will note the definition of classes, and so on; Short Flame Bituminous, Long Flame Bituminous, Sub. Bituminous, Black Lignite and Brown Lignite. That will clear up that question. You will also note that at the bottom is given the moisture contents of those coals.

By Mr. Bury:

Q. You are simply adopting this statement on Page 28 on its own authority as report of the Alberta Coal Commission?—A. No sir, I am adopting it as my own, and more than that, it is backed up by Dr. Allan and by the Research Council of that Province, the Province of Alberta.

Q. That is all in the report?—A. Yes sir. I just want to make that clear because I consider that a fair statement in connection with our coals of Alberta.

By the Chairman:

Q. That is in confirmation of your own opinion?—A. Yes sir, absolutely. I have sold a good many tons of it myself. On page 125 of the same Report they deal with the rates, and so forth, on American coals. In that connection, I find that the coals we would have to consider to compete with from the Province of Alberta would be the hard coals from the United States. The present laid-down price in Toronto of Stove is $14.32 a gross ton, and $12.79 a net ton.

By Mr. Bury:

Q. Are you talking now of Domestic coal?—A. Yes sir; I said Stove.

Q. Oh yes?—A. On hard coal—the retail price of that to-day in Toronto, the price last week for Egg and Nut was $15.25, and Stove $15.75. Then we come to the so-called domestic soft coals, such as Pocahontas Smokeless. The

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present price of that laid down in Toronto is $7.75, the retail price $11 to $12. Somerset County Smokeless, which is perhaps not quite as good a coal as the Pocahontas Smokeless, but a domestic coal used quite extensively, costs $6.97 f.o.b. Toronto, retailing somewhere around $9 or $10. The prices of coke: Black Rock, $9; Detroit, $9, and Hamilton $8.90; retail prices $12 to $12.50. The particulars of those are here; cost at the mines, freight divided between American and Canadian lines; you will find it all there.

Q. Will you put that in?—A. Yes sir. Those prices were given me by the retail dealers of Toronto, and the wholesalers.

By the Chairman:

Q. Those prices were given to you recently?—A. Last week.

"Coal for household use in Toronto, based on prices in effect May, 1926, subject to seasonable changes.

American Anthracite

	G.T.
Cost f.o.b. car mines (stove coal)	$ 9 75
Freight to Black Rock	3 28
Freight to Toronto $1.15 net	1 29
Cost f.o.b. car Toronto	14 32
Which equals	12 79 a N.T.
Retail price delivered: Egg and Nut	15 25
Stove	15 75

Pocahontas Coal Prepared and Sized for Domestic Use

General Analysis

Moisture	2.60
Volatile Matter	17.75
Fixed Carbon	75.00
Ash	4.65
Sulphur	0.65
B.T.U.	14,635

	N.T.
Cost f.o.b. car mines	$ 3 00
Freight to Detroit	2 85
Freight to Toronto	1 40
Duty	50
Cost f.o.b. car Toronto	7 75

Retail price delivered, $11 to $12.

Somerset County Smokeless Prepared and Sized for Domestic Use

General Analysis

Moisture	2.75
Volatile Matter	17.35
Fixed Carbon	71.00
Ash	8.90
Sulpher	1.40
B.T.U.	13,810

	N.T.
Cost f.o.b. car mines	$ 3 00
Freight to Black Rock	2 47
Freight to Toronto	1 00
Duty	50
Cost f.o.b. car Toronto	6 97
Retail price delivered	$9 or $10

Coke

	Black Rock	Detroit	Hamilton
Cost f.o.b. Car	$7 60	$7 00	$8 00
Freight to Toronto	1 40	2 00	90
Cost f.o.b. car Toronto	9 00	9 00	8 90

Retail price delivered, $12 to $12.50.

By the Chairman:

Q. Are those prices fixed for any period of time?—A. No sir.

Q. They are subject to variation?—A. Yes sir, at all times.

Q. Is it usual for prices to advance as the season advances?—A. Yes, sir.

Q. Then I am to infer, from your remarks, that those prices quoted to you will be the minimum prices for the season?—A. They will be the minimum prices for the year. On page 149 of this Alberta Report—I am referring to this, gentlemen, because this report, in my opinion, is one of the best that has ever been got out dealing with the western coal situation—you will find that they deal right throughout with the question of competition in Ontario. One of the salient points in that will be found on page 155, where the Commission makes this statement: "The Commission suggests that, between the dates and under the conditions outlined, the rate be fixed at not more than $5 a ton to the shipper." In other words, they conclude it will require a $5 rate to compete with American coal in the Ontario market.

By Mr. Bury:

Q. That is freight rate?—A. Yes, sir. I am just quoting from there; there is the figure. I am not making any statement myself; I am not interested in freight rates.

Mr. BURY: I would suggest, Mr. Chairman, that except where it would help us to find in the report where the evidence is, it is not Mr. Dougall's evidence.

The CHAIRMAN: I am of your opinion, Mr. Bury.

Mr. BURY: Except as an actual assistance to show where the report deals with these particular matters.

The CHAIRMAN: But I see no objection to this being in Mr. Dougall's testimony.

Mr. BURY: Oh, no, as long as it is understood it is not his evidence.

The WITNESS: I would only have to give it to you myself, Mr. Bury.

Mr. BURY: No, because you say you are not interested in freight rates.

The WITNESS: I say, personally, as an officer of the railroad I represent, I do not deal with freight rates; let me put it that way. I do not deal with freight rates. I do not know anything about them. I am simply saying this; this Commission states it would require a rate not exceeding $5.

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By Mr. Bury:

Q. You do not catch my point; when a witness states that somebody else states so and so?—A. Well, do you want me to state it?

Q. No, no; you cannot say?—A. I see, sir, correct. Now, on page 159 we come to the question of the storage of our Alberta lignites; it gives there the losses of the coal and the moisture contents.

By the Chairman:

Q. That is 158?—A. And 159. In connection with the handling of these coals, there is not any question but that the Alberta lignite coals can be handled without an excessive amount of breakage.

Q. With the machinery, loading or unloading facilities we have at present? —A. Oh, no. We have no machinery at all at Fort William; Fort William is an in-bound port for coal, not export.

Q. Well then, would you state that it would be economical to bring Alberta coal to the Head of the Lakes?—A. No sir.

Q. Fort William?—A. No sir, I would not say so.

By Mr. Bury:

Q. But the point you were dealing with, Mr. Dougall, was that as far as the question of friability is concerned, or breaking up of the coal, Alberta lignite could be handled without excessive degradation?—A. With the proper machinery.

Q. With the proper machinery?—A. Yes sir.

Q. Now, when you say that are you thinking of machinery to unload at the Head of the Lakes and to tranship into boats and then unload again from the boats, say at Lake port, Eastern lake port, or are you thinking of just the train haul the whole way?—A. Oh no, I am answering the question in connection with the transhipment of the coal at Fort William.

Q. At Fort William?—A. Yes.

By Mr. Howden:

Q. Would you say that with up to date methods of handling coal the cost of Western coal in Central Canada and Ontario could be considerably lowered? —A. No, I do not say that, sir.

Q. Well, we had a witness here before us the other day—which is the reason I asked that question—who stated that coal going either way could be to some extent reduced in price with improved conditions in handling at Montreal; I merely wish your opinion?—A. I do not get you, pardon me?

Q. It was pointed out by a witness before us the other day that if apparatus, let us say, for handling or transhipping coal were installed at the Montreal docks, improved apparatus, the cost of the coal could be lowered?—A. Well, I would not like to say that because I think the Besco coal people are pretty well equipment at Montreal.

Q. I thought you just mentioned to Mr. Bury just now—.—A. Fort William, sir.

Mr. Bury: He was talking of the Eastern movement.

By Mr. Howden:

Q. You think conditions could be improved at Fort William?—A. I do not say that because for unloading coal at Fort William they have good apparatus, but this movement is in the other direction, sir.

Q. For loading?—A. Yes sir. In order to put coal into the bottoms, into the vessels, you could not just dump it in out of a car holus bolus, you would have to have some modern machinery to load it into the boat the same as they do in the Old Country.

Q. But with that machinery the cost would be, perhaps, lowered somewhat and the coal could be handled to greater advantage?—A. The coal could be handled to greater advantage but I would not say that would reduce the price of the coal in Ontario.

Q. The moment you add that you get the further element of price cutting, because if you take the position that the price must always be determined by the competition of American coals, you open the whole question of the possibility of American coals being dumped, or in some other way as the price of American coals being cut, in order to continue to keep that down under the present price. —A. That is not the case, because American coals are sold on the open market. The price of Pocahontas coal is published every day, and we pay the same price that they pay.

Q. Precisely, it may be published every day, but when you come to the question of keen competition between Alberta coal trying to capture the Ontario market, as it has captured the Winnipeg market, and driven American coal out of the Winnipeg market, do you not think that the American mines would meet that competition by lowering the prices?—A. They might.

Q. That is what I mean; therefore what I think you ought to do, if I may put it this way, is to take the ruling price at present, leave out future possibilities of production, the result of keen competition; taking the ruling of prices at present, would it be possible, by installing an absolutely up to date equipment at Fort William to handle shipments of Alberta coal in large volume, would it be possible to reduce considerably the present price of Alberta coal?— A. That is an all-rail haul, the present price—a different thing altogether.

Q. Take the present price; we are dealing with the question as to whether, taking the price at which Alberta coal could be laid down on the all-rail haul in Toronto, whether that price could be bettered if there were installed at Fort William an up to date equipment for trans-shipping to boats; because we, as a committee, have to consider if we can get a better price for Alberta coal in Ontario, either by lake or rail.—A. Yes, the price of Alberta coal would be lower by lake and rail than it would be by all-rail.

Q. And if there were a proper handling equipment.—A. It could be lowered still.

By Mr. Howden:

Q. And with increased volume of output it could be lowered still.—A. I doubt that. I understand the present quoted price of Drumheller for Ontario use is $3. I don't think it could be less with the present wage scale.

By Mr. Gershaw:

Q. About this machinery, have you in mind any particular type or style of machinery, or can you tell us whether any such installed machinery is actually in operation?—A. No, I have not any particular type in mind, but at many of the leading coal ports they have machinery of that kind where they handle domestic fuel.

Q. That is, machinery that has been proven to be efficient, that has stood the test of time?—A. Yes sir. It is common practice in Great Britain.

Q. It is shore machinery.—A. Yes.

Q. It is not the kind they have in Montreal harbour.—A. No; that is for unloading, and unloading steam coal, and it is a good plant.

Q. Could you give us an idea of the cost of installing it?—A. No.

By Mr. Bury:

Q. I understand that the special equipment conceived as being put in operation at Fort William would be to handle domestic lignite coal.—A. If it were done.

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Q. And it would have to be of special type, and you think that the good lignite then could be handled without any degradation?—A. Oh, there would be some breakage, but it could be done.

Q. Are you familiar with the British coals?—A. Yes sir.

Q. The general class of domestic coal in Great Britain is not anthracite?—A. No sir.

Q. For instance, coals that are mined around Lancashire, Wiggin, and those mines, and the Dodley mines in Worcestershire, that is not anthracite?—A. No sir.

Q. What is it?—A. Bituminous.

Q. That is handled in large quantities?—A. Yes sir.

Q. And does not break?—A. Oh, it breaks.

Q. I mean it does not break enough to prevent the use of it admirably for domestic coal.—A. No, it is for export. We get Scotch anthracite in Montreal.

Q. I am not talking of anthracite.—A. Scotch anthracite is soft.

By the Chairman:

Q. You are satisfied that Alberta lignite could be handled by lake and rail?—A. Physically, yes.

Q. Economically?—A. I can't say that, because I cannot, as a coal man, and as a salesman, see it.

By Mr. Cantley:

Q. My understanding of your evidence in regard to that is this, that with proper handling facilities at the head of the lakes Alberta coal can be brought into Ontario, rail and lake, for less that it can be brought all-rail.—A. That is it.

By Mr. Howden:

Q. Would it be fair to ask you this question: is there any prospect of your company buying any more Maritime coal?—A. I cannot answer that question, because I do not know. Mr. Britt buys all the steam fuel, and I cannot tell what their requirements are. As I understood it the other day, they are buying all the coal now, except this one division here.

Witness retired.

David Crombie, Transportation Department, Canadian National Railways, called and sworn.

C. S. Gzowski, Chief Engineer of Construction, Canadian National Railways, called and sworn.

James Pringle, Assistant General Superintendent Transportation, Canadian National Railways, called and sworn.

I. V. Smart, Operating Engineer, Canadian National Railways, called and sworn.

Mr. CROMBIE: I would like to bring Mr. Hungerford's apology to the Committee; he was tied up with a special committee on Canadian National Railway affairs.

By the Chairman:

Q. Mr. Crombie, you are the chief of transportation for the Canadian National Railways?—A. Yes.

Q. You are familiar with grades, both east and west on the Canadian National Railways?—A. Yes.

By Mr. Bury:

Q. Mr. Crombie, you gave evidence before the select standing committee on Mines and Minerals of the House of Commons, on this subject, in 1923?—A. Yes sir.

Q. In computing your $9 freight rate from the Alberta coalfields to Ontario-to Toronto, I think—I found your figures on page 231 of the evidence, and it strikes me that there is some slight error in your transportation costs; you have the total transportation cost at 166.1, whereas it amounts, according to your own figures to 156.1; am I correct, or is it a misprint in the report? I just want to get that cleaned up first.—A. Item 10, fuel for road locomotives, is in my printed copy here 52.5. That is a misprint; it is 62.5.

Q. Then there is where the trouble comes in; that is a mistake.—A. Here is the copy of the estimate that was put in at that time—62.5.

Q. Now, you gave the committee a statement of the tonnage haul over the different sections of the road from Coalspur to Toronto?—A. Yes sir.

Q. And I have that before me, on page 234 of the Commons report—Coalspur to the main line, 1,750 gross tons; is that right?—A. Yes.

Q. Then main line junction to Edmonton, 2,300 gross tons, and so right on down till you come to Parry Sound and Toronto, 1,900 gross tons; in some of those sections, for instance, the haul from Rivers to Strathcona, goes up to 4,500 gross tons.—A. Yes sir.

Q. Now could you explain all the factors entering into the reason for the hauls being so small in some sections and so large in others?—A. It is 800 tons from the mines up to Coalspur, if you know the territory.

Q. Yes; I am speaking of the 800 gross tons from the coal mine up to Coalspur, where they are assembled.—A. That is up hill, and on a lightly constructed line, as you know, constructed by the Mountain Park people themselves.

Q. What is the mileage of that?—A. That is very short; it does not enter very much into the total. Now, from Coalspur, that is the junction of the different Coalspur branches out to the main line, it is 1,750 tons. The power we use on that construction only permits of 1,750 tons gross tractive effort.

Q. Power means the locomotive?—A. Yes. That would be improved by spending money on the track and putting heavier power on.

Q. You see my whole point; if I can summarize my point it is this; when you say a $9 rate, that was based on an eighteen hundred ton net track.—A. Yes.

Q. If by any possibility, even with the commital of a fairly considerable amount of money, you could manage to haul 3,000 tons, or even 2,500, the rate would be very, very considerably lower. Is that right?—A. With capital expenditure of that kind we could lower the cost, no doubt about it.

Q. I am saying that; if by any means, even by capital expenditure, we could enable you to pull a twenty-five hundred or three thousand ton train, the freight rate would be considerably reduced; now, what I want to get at is what is necessary to do that?—A. Quite so; we are very sympathetic towards that too.

Q. Because it would benefit the railway; you will get your freight.—A. Yes.

Q. And it is to the benefit of the country.—A. Yes.

Q. And it will be far better for the country to put out a fairly considerable amount of capital expenditure in order to get a permanent coal movement that will bring freight to the railway and population and money to the country, rather than to let it go on as it is; is that right?—A. Quite right; all a matter of relative cost.

Q. Now, can you give us the different factors that enter into that?—A. Because of your question getting beyond the sphere of our present facilities I had to invite Mr. Gzowski to come along; he is an engineer, and perhaps more capable than I was of explaining the expenditure of capital, so Mr. Gzowski will kindly take on the story here.

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Q. Is there any part of that answer that you can give; for instance, weight of rails, grades, bridges, or anything like that?—A. That is all within the chief engineer's purview I might explain, so that the committee might understand, my responsibilities are to use the means at hand, and out of these facilities we have produced this present cost factor. If that cost factor is to be reduced, as Mr. Bury points out, it involves capital expenditure.

Q. Can we get Mr. Gzowski to answer the question.

Mr. Gzowski: I think that a question was directed to know what the factors were to produce the maximum tonnage. First, divide them into two main factors. One is larger power, or larger hauling units. The second main factor is decreased train resistance. Now, decreased train resistance is divided, roughly, into two parts—reduced track resistance and reduced car resistance. Now, the track resistance is reduced by lighter gradients, that is, less rough line, less curvature, stronger track, smoother track, because that offers less wave resistance, meaning easier haul, no snow or ice on the track.

By Mr. Bury:

Q. Before you come on to snow and ice, we are assuming, for the present, a summer movement before the grain starts.—A. Then that automatically eliminates those conditions; and the car resistance is reduced by using larger units and slow speed, and again mild weather; and the power itself has its maximum efficiency at slow speed; that is, the locomotive is the most efficient at slow speed. Now, in order to accomplish those things, the larger power would necessitate stronger track and stronger bridges. How big you are going to take as the power, whether you are going to the maximum as constructed to-day, it should not be done in that way; there should be, of course, an economic study made, having known the given quantity of traffic, to see whether the capital expenditures involved warrant the extreme limit of the power. As a matter of fact, we consider we have suitable power for our particular traffic, as your traffic density increases if there are large train loads to justify the spending of more money not only to buy more equipment, but fix up your roadway so that it will carry that equipment efficiently. Taking the very largest machines used of that kind, they are found on the Virginia railway chiefly; I think this committee have heard more than once of them. I think we all recognize that it is the most efficient freight machine in the world. I have some figures here that you may be interested in referring to a little later. So far as the estimate of the cost of fixing up bridges to carry heavier power is concerned, it is impossible to make any rough estimate; it is a matter of detailed survey of every bridge. So far as the decreased grade is concerned, that again is a question of detailed survey; and again, it would be a question of an economic study to determine whether it would justify itself, because, as a matter of fact, with the exceptions that have been referred to by Mr. Crombie, we have, generally, a very low-gradient line.

By Mr. Cantley:

Q. Let me interrupt for a moment, because we will probably not get back to it; are there any bridge structures that require to be renewed or rebuilt in view of the movement such as Mr. Bury has indicated.—A. Not with our present power. We were talking about what makes for the maximum tonnage.

Q. But I was trying to get at what the facts are to-day, and what would have to be done to meet the conditions he refers to.—A. No; the bridges are all capable of carrying what we call our heaviest power.

Q. Then the bridges are not an element in this proposal.—A. They are not unless you increase the weight of the locomotives; in other words, by bigger and heavier locomotives.

By Mr. Bury:

Q. That is what I want to get at.—A. That is what I understood the question was directed towards to learn what was necessary to get the most traffic.

Q. We may eliminate these sections, for instance, Touchwood to Melville, will stand 3,400 tons.

Mr. Crombie: Do not let us get that. I want tons of fuel, of gross tons.

By Mr. Bury:

Q. Here is what you say—well, the Canadian National Railway official, on page 232 of this report; they give the capacity loads for several divisions.

Mr. Cantley: What does the term "capacity load' mean, in your mind?

Mr. Crombie: You speak of 1,800 gross tons, Mr. Bury?

Mr. Bury: Yes.

Mr. Crombie: We figured on a trifle over 2,700 gross tons as the average there.

Mr. Bury: But the average there will not do, because the strength of the chain is its weakest link.

Mr. Crombie: Quite so.

By Mr. Bury:

Q. What I want to get at is, supposing we take our ideal at 3,000, you then can eliminate Biggar to Nutana, Tofield to Wainwright; you may eliminate quite a number of others, but you take a strip from Strathcona to the main line with a capacity of 1,750 tons; how much coal would that represent?

Mr. Crombie: Roughly speaking, all the gross ton figures here might be put on the basis of two-thirds contents, one-third tare; so that in that case that would be 1,200 tons of coal in that 1,750 gross ton train.

By Mr. Bury:

Q. Is that gross tons, or net tons?—A. Net tons, 2,000 pounds. When we speak of net we are speaking of contents of the car.

Q. I mean short tons.—A. Quite so.

Q. As you go down this list are you giving us the short-ton coal contents on those divisions?—A. Yes sir. Take that 1,750, and call it roughly 1,200; 1,800 gross would be 1,200 net; 2,300 would be 1,450; 2,000 tons would be 1,200; Tofield to Wainright, 2,000, would be 1,200. Wainright to Biggar, 2,300, would be about 1,450; Biggar to Nutana, 3,700 tons, would be roughly 2,500 tons of coal. Nutana to Watrous, 3,250 tons would be 2,100 tons of coal. The next one of 2,800 would be 1,850 tons. Touchwood to Melville, 3,400, would be 2,250.

Mr. Cantley: I do not think it is necessary to get into all those figures. I think Mr. Bury, you are under a little misapprehension. When the witness speaks about gross train loads he means the weight of the cars and their load, and roughly the load is two-thirds of the gross.

Mr. Bury: I thought that.

Mr. Crombie: What I want to get clear in my mind, and this is where we were a little in doubt when we got your question, if you are saying three thousand tons as your desirable factor, that would mean an increase over present train load of about 66 per cent over our present capacity power.

By Mr. Bury:

Q. In your evidence you took a train of 1,800 tons, and I understood from the evidence that it was 1,800 tons of coal, gross?

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Mr. CANTLEY: No, it is 1,800 tons, that is the total load.

Mr. BURY: Let me finish what I was saying. The way in which you got your $9 freight rate was by dividing your 1,800 tons into your total expenditure.

Mr. CROMBIE: Yes.

Mr. BURY: That must have been 1,800 tons of coal?

Mr. CROMBIE: Yes.

Mr. BURY: Not 1,800 tons of coal plus cars?

Mr. CROMBIE: No.

By Mr. Bury:

Q. Your 1,800 tons, that you are dealing with to get that $9 rate, is 1,800 tons of pure coal?—A. Yes, of 2,000 pounds.

Q. And those are net tons?—A. Yes.

Q. Your figures do not show anything more than 1,750 down to Coalspur? —A. The other side.

Q. Of coal?—A. Coal.

Q. How then did you come to 1,800 ton coal weight?—A. Because as we come east we get a heavier load and we are taking the average of all the sub-divisions.

Q. Then did you collect your coal at average points, middle points, like, and then make a longer haul, or bigger haul?—A. No. we take on each sub-division that is mentioned here, the actual contents of coal for each sub-division; the total of all of those sub-divisions and divide them by the number of sub-divisions and we get the average content of weight there of 1,800 tons of coal.

Q. That does not answer my point; in order to use the arithmetical computation you followed, you could not carry a 1,200-ton train of coal right through from Coalspur?—A. No.

Q. To Toronto?—A. No.

Q. You would have to carry that to an average point and then make the larger train in order to get your average tonnage?—A. Quite so.

Q. Your average haul?—A. Yes.

Q. And you did that?—A. Yes.

Q. I understand that there were not, in other words, trains run straight through?—A. No; but on every subdivision a full load for that subdivision was carried.

Q. If you could focus your attention on those subdivisions where you are weak in your coal haul you would be able to haul a train right through?

Mr. GZOWSKI: There is no object in that.

Mr. BURY: Why not?

Mr. GZOWSKI: And it will not be worth while. You might have somewhere in your railroad, in the middle of it, a subdivision that only permits half the trainload and it would never pay in the world to try to bring that grade down so it would be equal to them all. A train is not operated like a boat that starts out with its full tonnage and arrives at its destination with the full tonnage; a railway is operated from one subdivision to another, or, in other words, an engine division. Everything that can be hauled over that new engine division is loaded on to the train and taken, and in Mr. Crombie's figures, which I do not think you understand, although he had only 1,850 tons of coal to move when he moved that theoretical train of his, he could put on 4,000 odd tons; 4,000 tons went with the train he was computing.

By Mr. Bury:

Q. Yes, I know it did.

Mr. GZOWSKI (answering): A. And you would not gain anything to have a subdivision just back of that, that might only take 1,200 tons; you would gain

nothing at all to spend huge sums of money to try to reduce a subdivision to a point where you could haul the same kind of train right through.

Q. Of course, that is quite true; that is all quite true. That is to say, there may be some districts where the physical conditions are such, where the topographical conditions are such as would not permit you to lower the conditions to such a point where you could haul a heavy weight. I understand that. I understood from the other witness before the Commons Committee that the most economical way to tranship coal was in full trains without stop or break right through?—A. I think that is probably ideal.

Mr. CROMBIE: That is ideal.

The WITNESS: But it has never obtained anywhere for any length at all.

Mr. BURY: But the point is this: While it is an ideal condition, there are subdivisions from Alberta to Ontario where it would be too expensive to realize this ideal.

Mr. CROMBIE: That is it; there would be a division come into it which would upset that.

The WITNESS: It so happens.

By the Chairman:

Q. As a matter of fact, there are very few railroads in America that do it?

Mr. CROMBIE: There are none.

The WITNESS: It so happens.

By Mr. Bury:

Q. They run them in the States?—A. No sir.

Mr. CROMBIE: I do not know of any in the States.

Mr. BURY: Virginia.

The WITNESS: Each subdivision or engine run must have exactly the same grades and that is, you might say, for any distance physically impossible.

By Mr. Bury:

Q. So long as each division is able to carry our ideal trainload?—A. No sir, that would be uneconomical. If the railroad was capable of greater capacity it would be wasteful not to put the extra tonnage on it.

By the Chairman:

Q. The capacity is put on every road?—A. A railroad is operated in engine runs and the capacity, wherever there is business for it, goes on the train.

By Mr. Bury:

Q. Mr. Crombie, can you specify in respect to those divisions which are weak in their capacity for haulage, what could be done to improve them?

Mr. CROMBIE: If you will glance down there you will see that, as you first expressed it, they are fairly uniform; that is, they run 3,000 tons, 3,000 tons, 3,300 tons, 3,000 tons, 3,300 tons; very little variation you see, till you get away up near the coal country. Now to get to your factor, which would mean 4,500 gross ton train, you see, it means re-building everything. We have only one subdivision at the moment that can handle that, and that is the one from Rivers into Winnipeg.

The WITNESS: That is downhill, that is why that is.

Mr. BURY: What is necessary to raise your average train haul from 1,800 tons to, say, 3,000?

Mr. CROMBIE: That is what Mr. Gzowski is explaining to you, heavier rails and changing of the grade.

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Mr. Bury: The changing of the grade comes in this list.

Mr. Gzowski: Of course, it would be impossible to say, without very close detailed survey, but I do not believe that it would be warranted; probably any expenditures for the reduction in the grades, with the exception of one or two spots. For instance, at Parry Sound, we have a grade going down into the town and out again; that limits the loading in the southbound direction there. There have been studies made at various times of the cost of taking that out, but it has never been felt justified. With that exception and with the exception of the spurs into the coal mines themselves, it is very doubtful whether you would find that it would be economically sound to spend any more money in getting your reduced grades.

By Mr. Bury:

Q. Even on the few of these devisions up to Biggar, from Biggar on?—A. They are largely down grade, that is the reason they look so good there.

Q. It does not matter why they are good; they are good now?—A. Yes.

Q. We are not concerned with the reasons, but we are concerned with the effect. The effect is that we have coal in large quantities coming down those grades. Take the division prior to that, west of that, from Coal Spur to Biggar; the difference is not very big. Surely it would be possible to investigate those different divisions and find out just exactly what is involved, what would be involved in bringing up the ability of these divisions to, say, the standard of the division from Biggar to Nutana?—A. As a matter of fact, Mr. Bury, it is the topography that makes the difference, generally speaking. After you come to Coal Spur mainline junction, from there to Toronto, with the exception of Parry Sound, we have what we call four tenths of one per cent compensated grade. That is the maximum grade against eastbound loads. It may so happen, and it is in some of these, as you see, that there is no grade and therefore you have either a level or down hill grade in the eastbound direction. Of course, when you turned around and were going west over that same subdivision, it would have the same four tenths. It is possible to have railroads built, perhaps, at less than four tenths of one per cent, but that is only a rise of compensation, a curvature of only fourteen or fifteen feet of rise to a mile, and it is almost impossible to get over any country at all with anything less than that. There are certain sections where it may be done, that is in one direction, or the other, and, as a matter of fact, three-tenths is considered the very lowest ideal, because that is what is known as a rolling grade, and the frictional resistance on a three tenths grade is equivalent to the frictional resistance on the level. It is considered of absolutely no object to spend any money to get your gradients lower than three-tenths of one per cent. You may have in one division topographical grades that offer no resistance, grades that are either level or middling down hill. You could not, I suppose, on some of these subdivisions, reduce it below four tenths; it is very unlikely.

Q. Are there any of these subdivisions which owe the present size of their freight haul to any particular spot?—A. Yes sir, there would be.

Q. Those are the things I want to get at. For instance, take from the mainline junction to Edmonton, that is 2,300 tons; take from Edmonton to Tofield, 2,000 tons. Are there any spots in that run from Edmonton to Tofield, for instance, which might, by improvement raise that haul of 2,000 tons? Are the conditions the same all through so that if you were to improve it, you would have to improve the whole stretch?—A. No it is not likely. It is rarely that happens.

Q. Rarely what?—A. It is a rare event that you would have to change every mile of a subdivision in order to decrease its grading—that is what we seem to be talking about. This would be possible: take that subdivision, leave the grades as they are, increase the strength of the tracks and the bridges, put

on bigger locomotives to be assigned entirely to that subdivision and thereby bring it up to the equivalent of one that had not as great a grade; in some particular division that would be possible.

Q. Would it be possible to do that now, for instance, from the mainline to Coal Spur right down to Biggar where you get the good grades?—A. Oh yes, it would be.

By Mr. Gershaw:

Q. Would it be economical to do it?—A. Until we make a detailed survey of it, and then an economical study with the factors that you have to bring in—

Q. In a general way, on a short stretch of road, it would not be economical?—A. No. It is not considered good practice to pick out some particular subdivision and on it put power that only can be used there. That is only done in very special cases because then you lose the flexibility of your equipment. If you assign some heavy power that cannot be used on the rest of the road. That means it would probably not be economical at all.

By Mr. Howden:

Q. If it were put up to you to find a means of lowering the cost of western coal in Ontario, would you commence by that means, of lowering the grades and increasing the power?—A. I do not suppose there would be very much grade in the question because, after all, when you have located a railroad to four tenths gradient, and taken a lot of time and money to find the route, it is very unlikely you are going to get any improvement on it, any material improvement on it.

Q. The road at the present time meets its demands?—A. Only one train a day would never justify spending any more capital money on the roadway.

Q. The road at the present time meets its demands?—A. Oh, yes.

By the Chairman:

Q. In other words, this is the most economical grading you know of for the present existing conditions?—A. Yes, and I would go further than that. I do not think the grades on our mainline will ever be improved with the exception of between here and Toronto, where they are heavier than they are out on the Prairies.

By Mr. Bury:

Q. But that question of whether the road economically meets its present conditions is based upon the road—supposing that the big grain development had not taken place in the west, a very poor road might have economically met its present conditions. If you had a coal movement from Alberta of three or four million tons a year, or assume that you have a coal movement from Alberta similar in the summer months to the grain movement in the grain months, that would be a horse of a different colour?—A. Well, even then I do not think there would be any question of trying to reduce the grades.

Q. I am not talking about grades?—A. You might, of course, bring your track structure up.

Q. I do not care how it is done; what I am getting at is this: is it beyond the bounds of possibility in the line from the mainline at Coal Spur down to Biggar, is it beyond the bounds of reasonable possibility, either by altering spots in the grades, or strengthening occasional bridges, or increasing the traction power of your engines, or any other way, to raise the carrying capacity of this division so that it will come to, say, the same as Biggar to Nutana?—A. That is within the bounds of possibility.

Q. Yes, reasonable possibility?

Mr. Howden: You would not advocate that?

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By Mr. Bury:

Q. That entirely depends on the amount of coal in the movement?—A. It depends on the amount of traffic; it would have to be a good many times what it is to-day, of course; it would have to be a great many times what it is to-day to justify it.

Q. I am assuming a big coal movement, and I would like to find out whether it can be done and what is the cost involved?

Mr. CROMBIE: I made a little rough calculation along the lines you are speaking of there. To bring all of the territory up to that 3,000, 3,100 and 3,300 basis, to change those subdivisions which are below that, it would increase our average for the whole by about 200 tons per train. In other words, you would have 2,000 tons of coal instead of 1,800.

Mr. BURY: You would have 2,000 tons instead of 1,800?

Mr. CROMBIE: Yes. You see, again 3,000 gross tons means 2,000 net tons. To bring those other subdivisions up would have the effect on the total haul of about 200 tons.

Mr. BURY: You mean to say you would get an average train of 2,000 tons right through instead of 1,800?

Mr. CROMBIE: Yes.

By Mr. Gershaw:

Q. We are trying to investigate the dependability of the coal supply, and particularly delivery and cost, it is largely a matter of cost. Of course, if we had a big tonnage to move certain railroad changes might need to be made. Now, just in a general way, what do you think would be required, what do you think would be the most feasible way of reducing the cost of delivery of that coal with the idea of getting a larger amount?—A. Well, if there was sufficient business to warrant it, I think that the first thing would be to probably increase the track structure in strength, and then put on larger units.

Q. That is heavier rails?—A. Yes, and perhaps to put on sufficiently large equipment so as to necessitate changes in the bridges. Increase the track structure, the strength of that, so as to be able to put on larger locomotives and haul the coal in larger units. Of course you would have to make an economical study because instantly you set up a fixed charge against that particular business, if you are installing equipment for that, you have the fixed charge of what ever it may be, of that equipment.

By Mr. Bury:

Q. Would it be fair to say—we cannot ask you to give a clear and definite answer now—but supposing this question were put to you: could you give us a statement as to what would be involved in putting the line and road, rolling stock and locomotives in such condition as to be able to draw an average train of 2,500 tons of coal?—A. One a day?

Q. I do not care about to-day?—A. I meant one train a day of that quantity. I mean to say, I could not recommend any expenditure if it was only one train a day.

Q. No, on a big coal movement. Don't you see what I am getting at is this: if you were in position to say—leave out the question of what the amount is—if you were in position to say it would cost so much to bring the line and rolling stock and the locomotives into position to bring a 2,500 ton train of coal from Alberta to Ontario, when we have got what it costs we can then consider the amount of movement that would be necessary to justify that and we would be then able to consider whether that movement is possible. That is what I want to get at?—A. You mean 2,500 over every division?

Q. Yes. Give it to us on the same basis as your 1,800 tons. What would it amount to to carry an average of 2,500 the same way as you are giving your average of 1,800 tons? Is not that clear?—A. I cannot see where—

Q. I am not asking you for it now?—A. No. What I was going to say was this: I cannot see where it can be done in an offhand way, that is without having to go on the ground and make detailed surveys.

Mr. CROMBIE: You see, you get to this point of grades, and that is what the contours of this country lend themselves to. It is, you might say, an almost physical impossibility to get a trainload of 2,500 tons of coal on that .4 grade. You have got to rebuld all your structure, and you are getting into a tremendous weight and power.

Mr. BURY: You do not get an 1,800 ton train over all these because in some cases you only get 1,200 tons and 1,450 tons. I am not asking for 2,500 tons over each division, I am asking for 2,500 average; that is all I am asking for.

Mr. CROMBIE: In order to get that, we have got to raise the capacity practically 50 per cent; 2,700 would be 50 per cent. That is getting into a tremendous weight and power, and at the present time from Biggar, practically all the way to Toronto, you have got that right now.

Mr. BURY: Surely; that is what I mean, it is only a small section of road that would be affected.

Mr. CROMBIE: You do not follow me there. You have got that right now to the point where we are only handling 1,800 now; you have got to raise the whole thing through to Toronto to, by any possible means, get it up to the 2,500.

Mr. BURY: I do not understand that, because if the best part of the road, the part of the road from Nutana on is only handling 1,800, and the westward part is not handling more than 1,200 or 1,400, how do you get an average of 1,800? You must have been carrying more than 1,800 if 1,800 was your average.

Mr. CROMBIE: Sure we were. Don't you see we were carrying 2,000 and 2,000 and 2,100?

Mr. BURY: Precisely.

Mr. CROMBIE: And to bring it all up to that standard, in order to increase it from 1,800 to 2,000—now you are trying to go to 2,500. 2,500 does not mean improving a small part of it, but it means improving the whole of it. You have got to go away up; we are really getting out of reach, that is about the size of it.

Mr. ARMSTRONG: You could go to 2,000?

Mr. CROMBIE: Yes sir, by changing those divisions which are below standard.

The CHAIRMAN: That would only be an increase of 200 tons.

Mr. CROMBIE: 200 tons.

Mr. ARMSTRONG: Can you make a comparison between the amount that you carry, say that 2,000 tons, with what the C.P.R. can do over a similar route?

Mr. CROMBIE: No, I do not know their condition. All I know is their performance. Their performance is slightly less train loading than ours for last year.

Mr. ARMSTRONG: Slightly less over that same territory?

Mr. CROMBIE: I am speaking of the whole system; I have not any detailed figures at all.

Mr. HOWDEN: Under present conditions, it is hardly an expeditious move to contemplate.

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Mr. CROMBIE: I am sorry to say it is not. It would mean an intensive study which would show you a capital cost that I am afraid would throw it right out of court.

Mr. HOWDEN: The cost of it would be so stupendous?

Mr. CROMBIE: Yes.

Mr. BURY: With that in view, Mr. Crombie, the question of the size of the boxcars occurs. At the present you are giving your maximum haul with your present boxcars?

Mr. CROMBIE: No, we have a lot of 40 ton cars which we could put into that service, and be glad to put them in, but they do not want them.

By Mr. Bury:

Q. You could not carry any more than 1,800 tons?—Mr. CROMBIE (Answering): It would increase it slightly, very slightly. You have to build a heavier car to carry a heavier load.

Q. Are you not carrying the maximum coal load now?—A. Carrying an average of 36 tons, yes sir. That is all those cars will carry and that is all they want.

Q. Can you increase your actual coal haul by improved boxcars at all?—A. We have them now if they will take them, we could improve them slightly if they will take them.

Q. What could you do to the volume of coal?—A. In this specific movement instead of 36 tons we could handle 44 tons.

Q. Would that have any effect on the gross tonnage of coal hauled by the train?—A. Very little.

Mr. GZOWSKI: A little bit because a large tonnage-car has less train resistance per ton than a small one, and that is where the advantage would come in the train load.

Mr. BURY: And is the ratio of coal to car less in the large car?

Mr. GZOWSKI: Yes.

By Mr. Bury:

Q. In your estimate you give us 100 per cent for the returned empties?—A. Yes.

Q. Is not that a little bit hard? Don't you take more back, more returned empties? Cannot you, for instance, add a very considerable amount, take a larger number of box cars when they are empty?—A. We are handling; 50 per cent of every train, you might say, is empty cars, going back. There is not enough tonnage going back to do anything with those.

Q. I do not perhaps get your point. How many box cars would there be in the 1,800 ton train?—A. There would be about 50 cars.

Q. All right; could not you take 75 cars back empty?—A. Oh yes, but the equipment must balance; whatever comes east goes west.

Q. And you have got to take 50 empty cars back, you could not increase your westward haul?

Mr. HOWDEN: If you will ask the witness this: does he deadhead his engines back?

Mr. BURY: I know that, I understand that.

Mr. HOWDEN: They have got to pull something.

Mr. BURY: I understand that. What I want to know is why he charges 100 per cent.

By Mr. Armstrong:

Q. I understand that a $9 rate is the minimum rate for coal to the east?—A. That is the absolute minimum, the out-of-pocket cost.

Q. Could you not carry coal from the mines to the head of the Lakes at a proportionate rate of that cost?—A. Quite so.

Q. That is to say, $5.40?—A. This is the actual cost figure, and of course a lesser distance a lesser cost, quite so.

Q. Your facilities in the west, at Port Arthur and Fort William would be quite equal to a larger volume?—A. We would be glad to have it.

By Mr. Howden:

Q. Might I ask one question that I have been asking everybody. From your knowledge of the coal business could you suggest anything with regard to the handling of coal which would expedite the matter and lessen the cost? I mean to say with regard to the handling of coal in the west, or where it is trans-shipped anywhere else, do you think anything is likely in the way of apparatus—

Mr. ARMSTRONG: By lake end rail, or have you considered the question from a lake end rail standpoint?

The WITNESS: I have given no consideration at all to lake end rail.

Mr. HOWDEN: I thought perhaps you would have some idea with regard to loading it.

By Mr. Garland:

Q. One of our witnesses, a Mr. Buchanan, at our last meeting stated at Page 129 of the evidence in answer to Mr. Bury. Mr. Bury's question was:

"Q. You mean to tell me the box cars were only half full?—A. The capacity of the car is probably 30,000 pounds, or in some cases 40,000 pounds—I think he meant something different—they load it to the capacity of the car. When they take an old car that was unfit for grain, which would naturally be small cars, and poor cars, they would not want to overload it.

Q. You think they were only loaded to half capacity?

The CHAIRMAN: Full capacity.

The WITNESS: Full capacity, but you would not fill them to the roof; if it was oats—"

A. I would give you the same information we gave you before; our average contents with that coal is 36 tons.

Q. The average is 36?—A. 36 tons, that means they are loaded to full capacity.

Q. But you have cars that will carry more than 36 tons?—A. We have 40 ton cars that are not in that service, but which could be put in that service if it was found desirable to do so, but the shippers do not like them and do not ask for them.

Q. Some witness gave evidence to the effect that there were 30,000 box cars, suitable for coal but not suitable for grain, standing around on sidings in western Canada?—A. The total number of box cars we have in the west is 36,000, and we are moving a lot of grain. He has probably got a cipher too many.

Q. He included, I presume, all the box cars, both C.N.R. and C.P.R.?—A. I do not know about them, but we have only 36,000 box cars in the west.

Q. Would you, of your own knowledge, be willing to state that the total number of box cars on all lines out of repairs, unfit for grain, would not exceed 12,000?—A. I would be quite safe in saying it, although I do not know the C.P.R. figures.

Q. As to your returning the empties. You stated that you had to take back the same number as you brought?—A. Got to keep them balanced.

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Q. There is no doubt that is quite true. It does not cost you the same amount to take back an empty train, deadheading an engine or two, as it would to take down a full train with full steam?—A. The difference is in the fuel consumption. The wages and everything else will be just the same.

Q. Don't you ever move crews without pay?—A. Without pay, oh no.

Q. I am not anxious that you should, by no means; I was just wanting to make sure whether it is being done? You say the only difference between a train loaded and a train light is the coal consumption?—A. The coal burned, yes.

Q. What does that amount to, practically? That is the crux of the whole thing, as I see it.—A. 134 pounds of coal for these cars ten miles, it does not matter whether it is loaded or empty. If the train is lighter you are burning less.

Q. You have 1,000 cars empty to bring east; suppose those cars were loaded to capacity, what is the increased cost of fuel?—A. For a train loaded as against an empty, about double, I should say, because you have got to double the gross tons in there. You had better let me give you an answer more correctly.

Q. You are eliminating practically everything except the fuel burned?—A. Yes.

Q. Possibly a little water evaporated.

Mr. PRINGLE: We did not take the water into consideration.

Mr. CANTLEY: If you can give us an approximate figure on that I would like to get it.

Mr. CROMBIE: I will do that.

By Mr. Armstrong:

Q. Have you any figures on the carriage of coal on the inland lakes?—A. I am not familiar with the water transportation at all.

The CHAIRMAN: Mr. Gzowski, you have a statement.

Mr. GZOWSKI: Here is a statement that might be helpful. It selects 19 roads in the United States, all coal-handling roads, and divided into handling west and eastern bituminous and central bituminous. It is compiled for the year 1924, from the Interstate Commerce Commissions figures. The 1925 figures are not out; these are the latest. One of the items which is naturally of interest is the figure of operating expenses per ton mile. On running through them you find the Virginia Railway is the most economical, handles their tonnage considerably less than any other of the 19. In fact, it is the most economical freight-handling machine in the United States, and that figure is 3.79 mills per net ton mile.

By Mr. Cantley:

Q. What is the length of the haul?—A. There is a little over 400.

Q. What is the average train load—I mean the coal carried, roughly.—A. I have not their average train load.

Q. You know, your own knowledge, what it is.—A. I think it is around 4,000 tons.

Q. Gross?—A. No; that is the coal. That rate of 3.79 mills applied to the 2,126 miles, which is the average distance which I think you used before, gave 8.05 per ton mile for that distance. That is exactly what it would have cost the Virginia Railway on that basis of the ton mile cost.

By Mr. Bury:

Q. That is the same basis as your $9 rate?—A. No, the $9 did not include all the cost. This includes all their costs. The Virginia Railway during 1924 paid 2.22 per ton for the coal they used for their consumption in locomotives. On the Western region of the Canadian National Railway the average price paid for coal during 1924 was 5.38. Now, if we equate the price that the Canadian National Western region paid for coal, to the Virginia, instead of being 3.79 mills it would have been 4.34 mills. In other words, if the Virginia Railway had had to pay the same price for their own coal as the Canadian National western lines did for that 2,126 miles, it would have been 9.22; that would have been their actual cost. In taking the average cost per net ton mile of the Virginia Railway it must be remembered that their freight business consisted of 92 per cent of hauling coal, so that, roughly speaking, you can say it is doing nothing but hauling coal in huge train-load lots—a special machine. That machine cost $262,740 per mile; that is the capital amount of the investment.

By Mr. Armstrong:

Q. The railway you refer to in hauling Virginia coal runs through a thickly peopled part of the country, and the cost of upkeep and all the rest would be much greater than it would be on yours.—A. You mean on account of the density of traffic?

Q. The density of traffic.—A. Of course it is always considered the reverse—that the greater the desity of the traffic you have, the more economically you can handle your product per ton.

Q. But this is not the passenger traffic, this is freight.—The passenger figures are eliminated entirely from this. These are entirely freight figures given by the Interstate Commerce Commission.

By Mr. Cantley:

Q. In proportion to the cost of coal, are the wages practically the same in the United States?—A. Substantially.

Q. The fuel only is different?—A. Yes, and of course they have a summer condition of operation all the time, which we do not enjoy at all. This was taking the actual cost of this very best freight machine that is known. There is no figure that is any way comparable to it at all.

Mr. CROMBIE: If we reproduced the Virginia Railway here we would need to have immense capital expenditure and put in the Virginia machine, and if we had to pay the same price for our coal, it would have cost us 9.70.

By Mr. Armstrong:

Q. Have you any idea of the number of cars of coal handled by the trains in that load?—A. Yes, they handle very large trains. After they have moved it a certain distance on the railroad they have a condition of moving it up over the steep pitch and coming to a summit, and then sliding it down-hill. They have very different conditions to use there. The job, after they get it up to the top, is simply to slide it down-hill, and where they have a record train having 16,000 tons in it, their problem was not hauling it, their problem was braking it; they have to have special air-brakes devised to brake this train going down-hill, because there was no hauling to it; it simply slid down-hill. Their problem, if they got such a huge train as that, was to brake it.

Q. We are investigating the carrying of coal by lake and rail, and I understand, Mr. Gzowski, that you are familiar with handling coal from American ports to Canadian ports.—A. I have very little personal knowledge.

Q. You do not know what the cost is for loading and unloading?—A. No.

WITNESS withdrew.

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FRANCIS TURNER CUTTLE called and sworn.

By the Chairman:

Q. You are representing the Canada Steamship Lines?—A. Yes.

Q. And you are familiar with the sailing conditions on the Great Lakes?—A. Yes.

Q. Have you a statement prepared?—A. No sir, I was just advised in a general way the information that was required. We would be very glad to compile statistics and figures.

By Mr. Armstrong:

Q. I understand you are acquainted with the handling of coal by your ships from American ports to Canadian ports?—A. Yes sir.

Q. Could you give us any general information as to the manner in which you handle that coal, and the cost of loading and unloading?—A. All the coal at American ports is freed into the vessel; we do not pay the loading charges into our steamers at American ports.

Q. Have you any idea what the cost would be?—A. No.

By Mr. Cantley:

Q. What port have you in your mind now—Cleveland?—A. There is not so much coal comes out of Cleveland as other Lake Erie ports, that is Lake Erie ports and Lake Ontario ports.

By Mr. Armstrong:

Q. What is the tonnage of the boats that carry the coal?—A. It would range from cargoes of 4,500 tons up to 8,000 and 9,000 tons. We could carry larger cargoes if we put some of the bigger grain boats into that trade.

Q. What are the names of the ports from which you carry that coal, and the names of the ports to which you carry it?—A. Ashtabula and Erie on the Lake Erie end of Lake Erie, and Conneaut, Toledo and Cleveland.

Q. To what points?—A. We carry a lot to Sault St. Marie, and a lot to Fort William, Little Current, Key Harbour, Byng Inlet.

Q. What is the cost of carrying from Sault St. Marie to Port Arthur?—A. It moves from Erie ports to Sault St. Marie, and also moves from Erie ports to Port Arthur. There is no movement of coal from the Soo to Port Arthur.

Q. Well, from Lake Erie ports to Port Arthur?—A. The freight rate runs from 37 to 40 cents per net ton.

Q. Does that include the delivery,—unloading?—A. No.

Q. What is the cost of unloading?—A. I have no knowledge.

By the Chairman:

Q. What is the distance between those two points?—A. 900 miles.

By Mr. Cantley:

Q. You say you have no idea of the cost of unloading your own ships?—A. No. All our tonnage is free in and out. We put her alongside the loading berth, and the tonnage is put into her, and we put her alongside the unloading berth, and she is unloaded.

Q. Have you no idea of the cost of loading and unloading?—A. Where they have quick plants I would say 20 cents a ton.

Q. What despatch do you get at those ports in discharging?—A. What are called quick unloading ports, we can unload 5,000 tons a day.

Q. In 24 hours?—A. Yes.

Q. Do you work 24 hours?—A. It depends on when the boat gets in. If she gets in by 9 o'clock in the morning they work till they finish.

By Mr. Armstrong:

Q. You operate all season with those boats in the coal trade?—A. Not always; there is not enough coal going westbound to fill our grain boats. When grain rates are low we will take a cargo of coal from Lake Erie back to the head of the lakes. If there is a big demand for grain we send the boats back light.

Q. If you had a definite contract to carry coal from Lake Erie ports to Port Arthur and Fort William, covering the season, could you carry it at the same rate that you are carrying this to-day?—A. That contract that we have covers the season, and we pick it up pretty much as we want. We contract for 500,000 or 200,000 tons and coal is usually available at Erie docks when we are ready to take it westbound on short notice.

Q. On the other hand, would you not be willing to enter into a contract to carry coal from the head of the lakes, say, Port Arthur and Fort William?—A. Certainly.

Q. To Lake Huron, St. Clair, and Lake Erie ports?—A. Certainly.

Q. At the same rate?—A. Oh no.

Q. What rate?—A. The rate eastbound would depend on the grain rate eastbound.

Q. Not necessarily; if you are carrying coal one way why should you not carry the coal back as you would carry grain?—A. We have got to go to the head of the lakes to get our grain cargo, and we might as well take a load of coal back to help defray the cost of transportation. That is the cheapest freight in the world, I think, 37 cents a ton from Erie to the head of the lakes.

Q. What would you consider a fair rate from the head of the lakes, to, say, Lake Erie ports?—A. It would depend entirely on the despatch at the unloading ports.

Q. If suitable unloading facilities were provided at Port Arthur and Fort William, that would unload your boat in a few hours' time, such as these unloading facilities are on Lake Erie, what would you consider a fair rate from the head of the lakes to a Canadian lake port?—A. It would have to compare with about three or three and a half cents grain at the head of the lakes. It would be, roughly, one dollar or a dollar ten net ton.

By the Chairman:

Q. Based on railways?—A. Based on railways from the head of the lakes.

By Mr. Armstrong:

Q. To Lake Erie ports?—A. Yes.

Q. But the American grain boats do not get that rate, do they? How is it that they carry grain so much cheaper than 3½ cents?—A. Because they contract for the annual requirements of the iron ore, and they only come into the grain trade after they have finished their ore contracts, or for an odd trip when there is no ore in sight, and it is a case of taking cheap grain instead of tieing up their boat until there is more ore in sight.

Q. If you had an annual contract for carrying coal from the head of the lakes to Lake Erie ports, could you not carry it for less than that?—A. Well, we have not paid dividends out of earnings out of the grain trade.

Q. But you have not been receiving 3½ cents per bushel on grain all the time?—A. No; 2½ to 3½.

Q. Do you not carry it below 2½?—A. Not very much of it.

MEICHEM PAPERS, Series 3 (M.G. 27, I, Volume 15)

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CANADA

By the Chairman:

Q. What were your rates last season?—A. I think they averaged from 2½ to 3½.

Q. But you did carry grain as cheap as 2½?—A. Yes, sir, in the middle of summer, when grain rates were bad.

By Mr. Armstrong:

Q. You would be prepared to enter into an annual contract to carry coal from the head of the lakes to Lake Huron ports, St. Clair River ports, and Lake Erie ports?—A. We would be very glad.

Q. And at the Lake Erie ports you would be able to deliver the coal at the Canadian docks for a dollar a ton?—A. I think a dollar to a dollar ten a ton would cover that.

Q. You could deliver it cheaper than that, could you not, on Lake Huron ports?—A. Yes.

Q. Such as Goderich, Midland, Owen Sound?—A. Yes, sir.

Q. I would think that that would be a good deal less, would it not?—A. I imagine it would run around 75 cents a ton if there was a sufficient quantity moving.

Q. You would be willing to contract for the carrying of coal from Port Arthur and Fort William to Lake Huron ports such as Midland, Owen Sound and Goderich, and deliver the coal there at 75 cents per ton?—A. I would have to work out those rates, I think that is about what they would figure at, but it depends on the draught of water at the unloading ports. We could not take small cargoes at that rate. If we had an annual contract and good facilities, with large ports and good despatch, I think we could handle it at that.

By the Chairman:

Q. That is alongside?—A. Yes, alongside.

By Mr. Armstrong:

Q. Coming to the St. Clair ports such as Sarnia, Wallaceburg, Windsor, you could deliver it there at less than a dollar a ton?—A. It would be just a little higher than the lake ports.

Q. A little higher than the Lake Huron ports?—A. Yes.

Q. Would you say 80 cents a ton?—A. That would cover it.

Q. Delivered at Sarnia, Wallaceburg and Windsor; have you any idea of the amount of coal you could handle in a season? How much did you handle last year, for instance?—A. We carried 553 thousand tons of coal last year from Lake Ontario and Lake Erie ports, 408,000 went west to Fort William, Byng Inlet, Little Current and Key Harbour, 137,000 came east to Port Stanley, Port Colborne, Wallaceburg, Sarnia, Toronto, Montreal and Quebec.

By Mr. Garland (Bow River):

Q. Where did you get that coal?—A. Most of it from Lake Erie.

Q. What coal was it?—A. All American coal.

By Mr. Howden:

Q. Those rates you have been giving us do not include loading and unloading?—A. No sir. There is a small quantity that includes unloading. We have a small unloading boat where we run into small ports that have no facilities for unloading.

By Mr. Armstrong:

Q. How many tons does that carry?—A. About 2,800 tons, I think, of deep draught, and 2,500 tons through the Welland Canal.

Q. Could that supply the Lake Huron ports?—A. Yes, sir. That boat, with others, we got from the Playfair people, is now operating at Goderich, Midland, and coming through to Kingston.

Q. With those unloading facilities you surely do not think you would make a charge of 20 cents a ton? What would be the cost of unloading?—A. Those are small boats carrying 2,500 tons as against boats of the Haggarty & Westmount type that would carry 12,000 tons. You cannot begin to operate small boats at the same rate as large boats. Those boats make trips every three or four days.

Q. How fast can those self-unloaders unload a 2,500 ton boat?—A. In five hours.

Q. What is the cost of installing self-unloaders such as you use?—A. I am not quite sure. An ordinary grain boat is not adaptable for a self-unloader unless you spend a large amount of money, and then she is not adapted for grain. She is a coal boat entirely once you put a self-unloader apparatus in her.

Q. Can't you equip some of those larger boats with self-unloaders?—A. There are self-unloaders on the American side—large boats that carry from 8,000 to 10,000 tons, I think.

Q. They work satisfactorily?—A. Yes.

Q. They can put up at almost any dock and unload the coal as long as the water is deep enough?—A. There are exceptions. If the dock is too high for the unloading gear, you can do it only on the shore. There are some docks we can't unload our present self-unloading boats at.

Q. You would have no trouble in unloading in all those ports on Lake Huron?—A. Well, they have shore equipment at present. We can unload at some docks; I am not sure which ones.

Q. Sarnie and Wallaceburg and Windsor, you could unload?—A. I think so.

By Mr. Cantley:

Q. What is the cost of freighting American coal from the American docks to Montreal?—A. Lake Erie ports—Erie—Ashtabula—runs $1.30 to $1.40 a ton. West of Ashtabula it would run $1.50 to $1.60.

Q. Does that include discharges?—A. No sir.

Q. What is the cost of discharge?—A. I should say from 25 cents to 35 cents a ton.

Q. That is to say $1.60 includes discharge?—A. That is from the lower end of Lake Erie. Furtherwest it runs higher.

Q. Have you had any experience in moving Cape Breton coal west through the Lakes?—A. The only experience I have had personally was about 12 or 14 years ago. We had a barge proposition from Montreal to Cornwall, the starch company and the paper company there.

By the Chairman:

Q. One moment before you go. You made a statement a moment ago that you had handled 553,000 tons last year; 490,000 went west?

Mr. GARLAND: 416.

The CHAIRMAN: We have the figures here 480,000, which makes a total of 617.

The WITNESS: 480 and 137.

By Mr. Armstrong:

Q. I asked Mr. Cuttle a question but I did not get an answer. That was the cost of unloading machinery?—A. That is difficult to say. These boats were built as self-unloaders, and to install unloading machinery you would have to put false bottoms in the boats.

The Committee adjourned till 11 a.m., June 9th.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 5)

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ADDENDA

Letter and Statistics—Submitted by Mr. R. C. Vaughan.

Statement showing Freight Operating Results of U.S. Anthracite and Bituminous Coal Carriers, Canadian National Railways. (Submitted by Mr. C. S. Gzowski, hief Engineer of Construction, Canadian National Railways.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 5)

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CANADIAN NATIONAL RAILWAYS

Purchasing and Stores Departments

B.

At OTTAWA, 2nd June, 1926.

Mr. V. CLOUTIER,
Clerk of the Committee on Coal Resources of Canada,
House of Commons,
Ottawa, Ont.

DEAR SIR:—I advised the Committee that I would give them some information as to our approximate annual consumption of coal distributed by Regions. When I appeared before the Committee, I dealt only with the coal used by us on our Canadian Lines. You will appreciate that we have a substantial mileage in the United States, but I took it that the Committee were probably interested in extending the use of Canadian coal in Canada, and therefore, I confined my remarks largely to our coal consumption in Canada. As I explained to the Committee, I could give figures for years back showing the Canadian and American coal used on our lines, but these figures, in many cases, do not represent a true picture, because, as I pointed out, there was a strike in the mines of the British Empire Steel Corporation last year, which made it necessary for us to buy several hundred thousand tons of American coal, which, in the ordinary course of events, would have come from Nova Scotia.

In 1924 there was a strike in the Alberta mines for the best part of the year, and that made it necessary for us to bring in larger quantities of American coal through Port Arthur and Fort William than would otherwise have been the case.

I have, therefore, taken a normal year, which we might call this year, and I attach two statements, one showing our approximate annual consumption this year for all lines, including those in the United States, divided by Regions as between Canadian and American coal, and the other dealing with coal for our lines in Canada only. These statements represent what we are working to. The situation may vary a little this year, but the figures, I think, will be approximately correct.

When I appeared before the Committee, I was asked what haulage charge we added to our own coal, and I said that we had used ½ cent per ton per mile in connection with arriving at the cost of Canadian and American coal at certain points. That ½ cent per ton per mile does not represent the actual cost to the Railway, as, in most cases, our costs are higher than that, but we took that figure for comparative purposes, and added it to both the cost of American coal at the point where it reaches our line and the cost of Canadian coal, so that we would have a reasonably fair picture of the situation.

The map submitted shows that we are using coal from the Maritime Provinces as far west as Brockville, Ont., Ottawa, Ont., and Cochrane, Ont., and we are using coal from Alberta east to, and including, Winnipeg, leaving the territory in between to be taken care of by coal imported from the United States.

Our next Divisional Point west of Brockville is Belleville, where we use about 75,000 tons of coal per annum. If we extended the use of Canadian coal to Belleville, our loss, as compared with the American price, would be about $1 per ton. At Lindsay we use about 40,000 tons of coal per annum, and if we extended the use of Canadian coal to that place, our loss would be $1.28 per ton. If we extended the use of Western Canadian coal one Divisional Point east of Winnipeg, that is, Redditt on the Transcontinental Railway, 129 miles from Winnipeg, our loss would be $2.90 per ton as compared with the cost of American coal. The distance to Redditt from the Alberta mines is 1,129 miles and from

Fort William 322 miles. In arriving at these losses, we have figured the cost of haulage as the same in each case from the point where the coal reaches our line, but we have not given any consideration whatever to any difference there may be in the better quality of most of the American coals which we are getting.

It may be interesting to the Committee to know that we use about 325,000 tons of coal per annum at Toronto. This coal is all American coal, and, as I explained to the Committee, the lowest price which we pay to the British Empire Steel Corporation for coal f.o.b. cars, Montreal, is higher than we are able to deliver American coal for at Toronto, after allowing for haulage charges from the Niagara Frontier and including duty.

As pointed out in my evidence, the Canadian coal which we use at Ottawa and Brockville is moved over our lines from Montreal.

Yours truly,
R. C. VAUGHAN,
Vice-President.

CANADIAN NATIONAL RAILWAYS

SUMMARY OF APPROXIMATE ANNUAL COAL CONSUMPTION

—	Atlantic	Central	G.T.W.	Western	System	Per cent
Eastern Canadian Coal	705,000	990,000			1,695,000	27·8
Alberta Coal				1,529,000	1,529,000	25·1
British Columbia Coal				68,000	68,000	1·1
Total Canadian Coal	705,000	990,000		1,597,000	3,292,000	54·0
British Coal		20,000			20,000	0·3
United States Coal		1,605,000	745,000	428,000	2,778,000	45·7
Total	705,000	2,615,000	745,000	2,025,000	6,090,000	100·0

All figures are net tons

Ottawa, 2nd June, 1926.

CANADIAN NATIONAL RAILWAYS

SUMMARY OF APPROXIMATE ANNUAL COAL CONSUMPTION ON CANADIAN LINES ONLY

—	Atlantic	Central	Western	System	Per cent
Eastern Canadian Coal	705,000	940,000		1,645,000	31·8
Alberta Coal			1,529,000	1,529,000	29·4
British Columbia Coal			68,000	68,000	1·3
Total Canadian Coal	705,000	940,000	1,597,000	3,242,000	62·5
British Coal					
United States Coal		1,547,000	383,000	1,930,000	37·5
Total	705,000	2,487,000	1,980,000	5,172,000	100·0

All figures are net tons

Ottawa, 2nd June, 1926.

KEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 75)

PUBLIC ARCHIVES
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CANADIAN NATIONAL RAILWAYS

FREIGHT OPERATING RESULTS OF U. S. ANTHRACITE AND BITUMINOUS COAL CARRIERS—1924

(Submitted by Mr. C. S. Gzowski, Chief Engineer of Construction)

Railroad	Freight Service Revenues	Freight Service Operating Expenses	Frt. Serv. Optg. Ratio	Daily Density of N.T.M. Freight Traffic	Revenue Ton Miles	Revenue Ton Mile		Optg. Exps. per Ton Mile	Per 2,000 Ton Miles			Price of Fuel per Ton	% of Total C.L. traffic contributed by mine Products	Av'ge Haul
						A/C 101	All freight		Total Rev.	Optg. Exps.	Net Optg. Rev.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Anthracite—						$	$	$	$	$	$	$		
Delaware & Hudson	39,434,898 81	30,982,339 03	78·3	11,427	3,499,347,354	·01103	·01127	·00883	22 54	17 66	4 88	3 47	69·7	138·2
New York, Ontario & Western	9,081,827 78	8,023,192 59	88·3	3,995	792,788,123	·01130	·01146	·01012	22 92	20 24	2 68	3 70	75·1	136·8
Delaware, Lackawana & Western	67,034,099 08	47,933,196 05	71·5	14,148	4,809,532,539	·01319	·01398	·00997	27 96	19 94	8 02	3 95	56·0	170·9
Lehigh Valley	64,979,881 43	50,573,102 39	77·8	11,799	5,729,956,337	·01109	·01134	·00882	22 68	17 66	5 02	3 97	56·2	189·6
Central of New Jersey	43,749,163 97	28,430,034 71	65·0	10,113	2,536,759,987	·01672	·01725	·01121	34 50	22 42	12 08	4 09	52·8	89·4
Reading	79,196,074 38	56,035,558 73	60·8	15,590	*6,272,380 000	·01243	·01263	·00893	25 26	17 86	7 40	3 45	63·0	101·3
Total	303,475,945 45	221,877,425 41	73·1	11,894	23,640,864,340	·01247	·01284	·00939	25 08	18 78	6 90			
Eastern Butiminous—														
Chesapeake & Ohio	94,163,802 65	71,033,203 46	75·4	16,533	14,267,581,136	·00646	·00660	·00498	13 20	9·96	3·24	2 00	82·4	265·9
Norfolk & Western	85,925,177 04	59,021,833 64	71·3	15,253	12,130,124,078	·00673	·00709	·00466	14 16	9 32	4 84	2 11	80·4	273·0
Virginian	17,807,711 00	10,926,398 91	61·0	15,223	2,581,002,044	·00586	·00621	·00379	12 42	7 58	4 84	2 22	91·8	367·3
Western Maryland	17,941,331 64	12,514,593 92	69·8	7,305	2,017,607,510	·00863	·00889	·00620	17 78	12 40	5 38	2 44	67·8	134·2
Carolina, Clinchfield & Ohio	7,767,868 71	5,166,624 37	66·5	9,533	1,038,575,793	·00746	·00748	·00197	14 96	9 94	5 03	2 27	72·9	165·5
Total	223,695,891 13	158,562,653 30	70·9	14,487	32,335,250,561	·00678	·00932	·00190	13 86	9 80	4 06			
Central Butiminous—														
Buffalo, Rochester & Pittsburgh	13,867,926 77	11,153,972 39	80·4	7,254	1,479,310,868	·00870	·00937	·00754	18 74	15 08	3 66	2 19	70·5	149·1
Bessemer & Lake Erie	14,093,800 15	10,467,349 81	74·3	24,305	1,893,607,820	·00737	·00744	·00553	14 86	11 06	3 82	2 46	89·3	106·8
Pittsburgh & Lake Erie	27,867,563 75	21,146,066 47	75·8	26,055	2,194,868,207	·01237	·01270	·00963	25 40	19 26	6 14	2 39	68·9	59·2
Wheeling & Lake Erie	17,321,560 96	13,023,507 25	74·8	8,197	1,476,470,456	·01004	·01173	·00882	23 46	17 64	5 82	2 50	55·8	·96·9
Hocking Valley	16,239,606 49	12,110,442 65	74·6	18,252	2,259,716 943	·00665	·00719	·00536	14 38	10 72	5 66	1 95	85·8	111·3
Chicago, Indianapolis & Louisville	12,992,637 57	9,235,224 51	71·1	4,718	1,051,638,235	·01158	·01235	·00978	24 70	17 56	7 14	2 44	59·9	140·5
Chicago & Eastern Illinois	19,760,487 71	17,155,975 52	87·7	6,433	2,211,994,166	·00876	·00893	·00776	17 86	15 52	2 34	2 67	63·3	165·2
Chicago & Alton	22,354,381 98	17,344,941 23	77·6	6,244	3,182,843,080	·00992	·01024	·00795	20 48	15 90	4 58	2 53	51 9	173·1
Total	144,497,955 38	111,638,099 83	77·3	9,110	14,750,449,775	·00946	·00980	·00757	19 60	15 14	4 46			
Total All Group	671,669,792 96	492,078,148 54	73·3	12,136	70,726,564,676	·00924	·00950	·00696	19 00	13 92	5 08			
Duluth, Missabe & Northern	13,650,574 46	6,843,691 37	50·1	10,611	1,168,543,883	·01003	·01168	·00586	23 26	11 72	11 64	5 12	93·5	71·3
Canadian National—Western Region	51,788,771 00	47,167,956 00	91·1	2,083	6,668,829,649	·00763	·00776	·00707	15 52	14 14	1 38	5 38	33·2	575·7

*Reading revenue ton miles estimated.

BUREAU OF STATISTICS,
Montreal, December 12, 1925.

PUBLIC ARCHIVES OF CANADA
ARCHIVES PUBLIQUES CANADA

160-A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 7

MINUTES OF PROCEEDINGS AND EVIDENCE

WEDNESDAY, JUNE 9, 1926

WITNESSES HEARD FOR EVIDENCE:

MORNING SITTING—

Mr. F. T. Cuttle, Canada Steamship Lines, recalled for further examination.

Mr. A. W. Neill, M.P., re Coal Situation in British Columbia.

AFTERNOON SITTING—

Mr. F. M. Wattles, Vice-President, Century Coal Company Limited, Montreal.

CONFERENCE—

Hon. J. B. M. Baxter, Premier of New Brunswick.
Hon. G. H. Ferguson, Premier of Ontario.
Hon. J. C. Douglas, Attorney-General of Nova Scotia.
Hon. R. W. Craig, Atttorney-General of Manitoba.
Hon. Chas. R. Richards, Minister of Lands and Mines, New Brunswick.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 15)

PUBLIC ARCHIVES
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CANADA

160B

MINUTES OF PROCEEDINGS

Morning Sitting

COMMITTEE ROOM 436,
WEDNESDAY, June 9, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

Members present.—Messrs. Armstrong (Lambton), Bury, Cantley, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.

In attendance.—Mr. F. T. Cuttle, representing Canada Steamship Lines; Mr. Thomas Draper, President and Manager of the McMurray Asphaltum and Oils Limited, Edmonton; Mr. F. M. Wattles, Vice-President, Century Coal Company Limited, Montreal.

The Minutes of the last Meeting were read and approved.

A communication received from the President of the British Empire Steel Corporation relative to errata indicated in copy of evidence given on June 4th was considered. After some consideration, the Chairman and the clerk were requested to examine the changes requested to be made.

The Committee then proceeded to consider the evidence given by Mr. Cuttle who was further examined relative to coal movements on the lakes, possible reduction of freight rates, etc.

The witness was discharged.

Mr. A. W. Neill, M.P., was called and examined relative to the coal situation in the Province of British Columbia.

Mr. McLean moved that the Committee obtain leave to sit while the House is in session,—Motion carried.

The Committee at one o'clock rose to sit again at three, to meet the Premiers of certain Provinces of Canada in conference.

Afternoon Sitting

The Committee met at three o'clock, the Chairman, Mr. Lapierre, presiding.

Members who attended the morning sitting were all present.

In attendance at the Conference.—Hon. J. B. M. Baxter, Premier and Hon. Chas. D. Richards, Minister of Lands and Mines, New Brunswick; Hon. G. H. Ferguson, Premier and Hon. Wm. H. Price, Treasurer, Ontario; Hon. J. C. Douglas, Attorney-General of Nova Scotia, and Hon. R. W. Craig, Attorney-General of Manitoba.

KEEWATIN PAPERS, Series B (R.G. 2, I, Volume 5)

PUBLIC ARCHIVES
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CANADA

160C

In Conference assembled the Committee with the above-named Premiers and Ministers considered the resources of supply of coal in Canada, and the ways and means to bring into central Canada our own coal products from the mining areas of eastern and western Canada. (See proceedings in No. 7 copy of evidence herein.)

The Conference having terminated at 5 p.m., the Committee resumed the consideration of evidence.

Mr. Wattles was called and sworn. The witness was examined relative to freight rates in the shipment of coal from United States ports to Canadian ports, etc.

The witness was discharged.

The Committee then adjourned until Thursday, at 3.00 p.m.

V. CLOUTIER,
Clerk of the Committee.

MINUTES OF EVIDENCE

COMMITTEE ROOM 436,
HOUSE OF COMMONS,
WEDNESDAY, June 9th, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

The CHAIRMAN: I have a letter here from Mr. Godman, which I will read to the Committee:

> "DEAR SIR:—The president has received from the secretary of the Special Committee investigating the fuel resources of Canada, a copy of the proceedings of the 4th instant. He finds that his evidence has been incorrectly reported, and on his instructions I telegraphed you to-day that I was sending you by special delivery a corrected copy of his evidence which he requires you to take to Mr. Cloutier, the secretary, to-morrow and see that these corrections are embodied in the official records of these proceedings.
>
> Yours very truly,
> (Signed) T. GODMAN,
> *Secretary to President.*"

These corrections involve changes in the evidence given and it will be necessary to submit these to the Committee before the corrections are made.

Mr. HOWDEN: We ought to refer to them. Where do they come in?

The CHAIRMAN: Page 106, on the 18th line. It is not a very important change, but the word "routes" should read "roof".

The SECRETARY: That would not be a substantial change.

The CHAIRMAN: "When we get sufficiently far to sea".

Four lines further down: "and long pipe lines, and so forth, so that there is a possibility of maintaining a uniform cost anyway"; "anyway" is deleted.

Mr. HOWDEN: "Anyway" is the next line.

The CHAIRMAN: "Of the increased cost due to the longer haul and maintenance and long pipe lines" and so forth, "and there is a possibility of maintaining a uniform cost". The record reads "price" and it should be "cost". "Price" should be deleted and "cost" inserted.

Mr. CANTLEY: He probably said "price" but he meant "cost".

The CHAIRMAN: "Cost" is what he really meant, but "price" is probably what he said. "Long pipe lines", that remains. Along the same line "we will get the benefits", should read "we will get benefits".

Fifteen lines further down he says: "we paid on Nova Scotia coal", should read "they paid on the railroads on Nova Scotia coal".

Six lines further down: "The difficulty there was, I believe, that contracts had been made for the year".

Mr. BURY: That is all wrong.

The CHAIRMAN: "The difficulty there was, I believe, that contracts had been made for the year." "Slack coal" comes out. I want that correction made first. It should read, "the difficulty there was, I believe, that contracts had been made for the year and had no opportunity to take advantage of it." "Slack coal" comes out, and it continues "had no opportunity to take advantage."

MEMOIRES ARCHIVES, Series 2 (R.G. 2), I, Volume 2

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Mr. HOWDEN: It does not make sense.

Mr. CANTLEY: "Slack coal" should not be in there. He is referring to the special rate.

Mr. HOWDEN: He means "the difficulty there was, I believe, that contracts had been made for the year."

The CHAIRMAN: "And had no opportunity to take advantage of it."

Mr. HOWDEN: Who had not?

Mr. MACDONALD (Cape Breton South): The operators, the companies.

Mr. CANTLEY: Surely operator is not confined to one company; any operator.

The CHAIRMAN: Three lines further down there is a whole sentence which should be inserted. A line or so above that, the word "could" should read "should". The line above that the letter "y" should come out of the word "your."

The three last lines on this page are changed to the following sentence: "With respect to coke ovens to use Nova Scotia coal. They would provide an even annual outlet whereas coal requirements for power plants fluctuate based on the industrial conditions of the country. This is not so of coal to make coke for domestic purposes, as —"

Mr. CANTLEY: Mr. Chairman, how many pages are there?

The CHAIRMAN: Just about the same number on the other page.

Mr. CANTLEY: I would request that the matter be referred to yourself and the Secretary to make the necessary corrections. All Mr. Wolvin desires to do is to convey sense. In regard to Hansard, we can always go to the room and correct it before the proceedings are printed, but we cannot do so in connection with these proceedings.

FRANCIS TURNER CUTTLE re-called.

By the Chairman:

Q. Have you any further statement to make along the lines you were proceeding yesterday?—A. No, sir.

Mr. ARMSTRONG: Mr. Cantley was examining.

Mr. CANTLEY: I was just looking over the evidence.

By Mr. Armstrong:

Q. I have several questions. In order to save time, what is the lowest rate at which you carried grain from the head of the lakes to Lake Erie ports last year?—A. I think it was two and one half cents a bushel.

Q. We understand, or we hear that grain is carried from the head of the Lakes to Buffalo at as low as a cent and a half, is that not true?—A. We have got a little more going into Buffalo, and also have grain coming into Port Colborne, and it goes from Port Colborne to Montreal.

Q. It is a fact, that grain is carried?—A. I think so, American tonnage.

Q. At a cent and a half a bushel from Port Arthur and Fort William?—A. Yes.

Q. Why cannot coal be carried to Lake Erie ports at that rate?—A. The grain that comes into American Lake Erie ports and American tonnage is carried during the slack season before the new grain crop comes in when there is very little grain and the American tonnage contracts for the cargoes, and they are guaranteed a good crop on the year's operation on the tonnage. There are ports where occasions arise where there are no cars in sight and it is better

for them to carry grain and they get a little less, but it pays them to do that rather than tie up the vessels and pay off the crew, and then have to bring back the crew when there is a cargo in sight.

Q. If your company was offered a definite proposition to carry coal during the slack season, you could carry for less than you have stated?—A. We would be always willing to carry at cost or a little better when there was no grain in sight rather than tie up the fleet.

Q. What months are slack months?—A. We do not anticipate any slack season this year.

Q. How many boats have you engaged in the coal and grain carrying trade?—A. Twenty-two large steamers, and I think about sixty smaller ones, canal size.

Q. You said yesterday, your company would be willing to enter into the carrying of coal from Port Arthur and Fort William to Lake Huron ports at 75 cents a ton and 80 cents a ton on the River St. Claire and about a dollar and a half on Lake Erie. Would the cost be much greater to Hamilton and Toronto?—A. Considerably, sir.

Q. For what reason?—A. There is only thirteen feet six inches in the Welland Canal, and the Canal can only accommodate canal size boats, carrying less than 2,000 tons as compared with larger steamers carrying 12,000 at Colborne.

Q. These 12,000 ton boats would not be able to go down through the Canal unless they are lighter?—A. No.

Q. But they will when the new Welland Canal is completed?—A. Yes, that will change the situation entirely.

Q. How many tons would you be able to carry down then?—A. Nineteen feet of water, 10,000 tons, we could carry that.

Q. Ten or twelve thousand tons of coal?—A. Yes.

By Mr. Cantley:

Q. What depth of water?—A. Nineteen feet.

By Mr. MacDonald (Cape Breton South):

Q. When will the Canal be ready for operation?—A. They have told us five years for the past ten years.

By Mr. Armstrong:

Q. We have got to get ready for the fuel handling problem. Could you propose any way whereby the condition could be met of handling a berth of coal with your boats without very great expense?—A. Yes, sir, we could quote you on a lot of one cargo, or any given quantity of coal between any given ports. We would have to make mileage charts, and also figure on expenses at the unloading port and the facilities at these ports. That would have to be taken into consideration, and we would have to know what return cargo we could get from the port to the head of the Lakes.

Q. How many ports on Lake Huron and Lake Erie in Canada are equipped with unloading devices?—A. Port Colborne is well equipped and Port Stanley is fairly well equipped.

Q. Sarnia?—A. Yes, fairly well equipped.

Q. Point Edward?—A. We have rather slow unloading facilities there; it is rather slow.

Q. Your own unloading machinery at Point Edward, you say, is slow?—A. Yes. There are some ports on Georgian Bay, at Little Current, Byng Inlet, Goderich, Midland and several others.

Q. Well equipped with unloading machinery?—A. Yes.

KEITHEN PAPERS, Series 2 (M.G. 27, I, Volume 7)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Q. You gave an estimate of the cost of unloading at certain points yesterday, would you give an estimate of the cost of unloading with the latest improved machinery? The estimate you gave yesterday seemed to me very different from what we are able to obtain from other sources.—A. That was with the present unloading devices they have at the ports.

Q. With up-to-date unloading machinery what would be the cost?—A. I think they unload at Lake Erie ports for about 8 cents a ton. That is for large cargoes. For less than that I am not sure what the loading is. I imagine it is less than that.

Q. You could unload eight or ten thousand tons boats with properly equipped machinery at eight cents per ton?—A. Yes.

Q. Would a two thousand five hundred ton boat be unloaded at about that amount with a self-unloader such as you suggested?—A. I think so.

Q. How soon could you undertake to make a test trip with Alberta coal if it was provided?—A. We could—

Q. During the season?—A. We could quote that inside of two weeks; on two weeks' notice.

By Mr. Howden:

Q. In quoting rates from 75 cents to $1.10 for Lake Huron and Erie ports, did that include points in Ontario?—A. Lake Erie, Ontario points.

Q. Well, did that amount include discharging from your own boats that are equipped with unloading devices?—A. No.

Q. You would have to make an extra charge?—A. Yes. It depends on the size of the tonnage, and 2,500 tons would not pay.

Q. You would not handle it at all?—A. No, they are not economical on a long trip. It would be better to put large boats in that carry 8,000 or 10,000 tons.

Q. The reason I ask the question is that I thought you said yesterday that you probably would use these boats and that that rate would include discharging by the smaller boats.—A. I said, we were using boats at the present time from Lake Erie ports up to Georgian Bay and across to the Canadian side.

Q. Even that does not include discharging; you make an extra fee for discharging?—A. We do not handle discharging at all. The owner of the coal puts it into our boats and unloads it; we just freight it.

Q. Even in the case where you have a boat equipped with an unloading device?—A. Oh, yes, we discharge that cargo.

Q. Then you make an extra charge?—A. No, sir; we quote a freight rate including the discharging.

By the Vice Chairman:

Q. Your freight rate, where you quote a freight rate includes the discharging; and it will, of course, be a higher rate than you would quote for mere freight across?—A. Well, that rate is usually quoted to ports where there is no shore equipment.

Q. I know, but that does not get to the point. Take the case of where you are simply freighting, you naturally would charge a freight rate just for the freighting, the water freight. Now, in using your smaller boats that have self-unloading equipment and do the unloading as well as the freighting, your quotation for the freighting and the unloading would be higher than for the mere freighting?—A. Yes, sir.

The VICE CHAIRMAN: That gets what you want?

Mr. HOWDEN: That is what I want.

By the Vice Chairman:

Q. How much?—A. It is not very much higher. Those rates on the self-unloading boats are really based on the time it takes them to make a trip including the time they are unloading.

By Mr. Howden:

Q. You mean, it is expeditious to use your own unloaders?

By the Vice Chairman:

Q. May I ask this: Mr. Armstrong suggested a test movement by water. From where would this movement come, what would be the best point for that test movement to start?—A. We are carrying coal this year from Lake Erie to Byng Inlet for the Canadian National. If you could arrange with them to bring a cargo of coal to the head of the lakes we could carry it into Byng Inlet, which has good unloading facilities there.

By Mr. Armstrong:

Q. That is near Duluth?—A. Byng Inlet is in the Georgian Bay.

Mr. CANTLEY: I did not hear what you said.

The VICE CHAIRMAN: I said that Mr. Armstrong had suggested a test movement and I asked from what point he thought the test movement ought to be made and he suggested the head of the lakes and that the coal could be landed at Byng Inlet.

Mr. CANTLEY: You asked him for information regarding discharging, as I understand it, but I did not hear his reply.

Mr. BURY: That was a prior question.

Mr. CANTLEY: I may be mistaken but I thought you were discussing the cost of discharging.

By Mr. Armstrong:

Q. Just while you are on this question of a test, is it not true that there are unloading facilities at Duluth and that Alberta coal could be shipped to that point and delivered by boat as a test?—A. Shipped from Port Arthur to Duluth?

Q. No, shipped from Alberta to Duluth instead of Port Arthur, as a test. There are no facilities at Port Arthur for loading coal on boats but at Duluth, I understand, there is a large unloading plant standing idle, practically, to-day; do you know anything about loading facilities at Duluth?—A. No, I am not acquainted with the coal situation at Duluth.

By the Vice Chairman:

Q. You state then, that the test movement might be from the head of the Lakes; in that case, the loading would be with inefficient machinery?—A. I imagine there must be good loading equipment at Duluth. They ship ore out of there and I think you could use the same equipment for coal.

By Mr. Armstrong:

Q. I understand that one of the latest devices for unloading cars into boats is already equipped and standing idle at Duluth and could be used to advantage in making a test in the carrying of this coal. However, you do not know?—A. You are going to run into quite a bit longer lake haul when the coal comes to Duluth rather than to Fort William.

KEYCHEM PAPERS, Series 3 (R.G. 24, I, Volume 5)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Q. It is not my intention, of course, that we should make permanent arrangements in regard to carrying coal from Duluth; I am merely making that statement because I am credibly informed at that port there is large unloading machinery capable of filling boats very quickly from the railway, and I thought possibly a test could be made from that port.—A. Yes, sir, it is feasible.

By the Vice Chairman:

Q. And where would you land it from Duluth; where would you suggest it being landed supposing the test movement starts from Duluth, that is, a lake test movement?

Mr. ARMSTRONG: Several points.

The WITNESS: There are several points, Owen Sound—

By the Vice Chairman:

Q. For the test where would you suggest?—A. Byng Inlet.

By Mr. Armstrong:

Q. Or bring it right down.—A. Bring it right down to Midland. The Canadian National use considerable coal at Midland.

Mr. FLEMMING: We are talking about domestic coal, not seam.

By Mr. Cantley:

Q. At what point on the lake front in Ontario have they a modern coal discharging plant?—A. On Lake Erie?

Q. On any of the upper Ontario Lake points?

Mr. ARMSTRONG: Lake Huron and Lake Erie.

The WITNESS: Well, they have good plants at Little Current and Byng Inlet.

By Mr. Cantley:

Q. Supposing you take Byng Inlet. Mr. Armstrong's suggestion, as I understand it, is this: that supposing you take advantage of the rapid loading facilities at Duluth and take advantage of the rapid unloading facilities at the other Bay points you have referred to, what would be the cost of moving coal to those points, simply to demonstrate the advantage gained by rapid loading and rapid discharging?

The VICE CHAIRMAN: And also as to whether the coal will stand the handling.

Mr. ARMSTRONG: The effect on the coal.

The VICE CHAIRMAN: That is one of the important points.

By Mr. Cantley:

Q. Those are the essential points, the time saved in rapid loading and rapid discharging and the result on the coal by handling it in that way?—A. I think the freight rate on that, free and out to the steamer, would be about 75 cents a net ton; might work out a little lower than that.

Q. The freight rate?—A. Yes sir.

Q. Does that include loading and discharging?—A. No.

Q. Apart from loading and discharging; what would the cost of loading and discharging be?—A. I have no information on the loading costs, we never come in contact with that.

Q. You can judge by other plants of like character, as to what the customary charge is?—A. Unloading?

Q. Without pledging yourself to anything; I mean your opinion?—A. I think about eight cents to load and 20 or 25 cents to unload.

Q. That is a total of 28 to 33 cents?—A. Yes sir.

Q. That is practically a dollar then?—A. If eventually there is going to be a large movement from the Head of the Lakes to Lake Huron and Lake Erie ports, a self-unloader would cost about $850,000 and would carry about 8,000 tons of coal to Georgian Bay ports under 70 cents a ton, closer to 50 cents.

By Mr. Armstrong:

Q. And load and unload?—A. Load and unload—that is unload, not load. That is guaranteed discharge and a contract throughout the whole season. You could not build a boat of that cost just to put her in for an odd cargo.

Q. What about Midland and Goderich and Owen Sound?—A. Those are all considered lake ports.

Q. All considered in that proposition?—A. Yes sir.

Q. And the River St. Clair?—A. That would include down about as far as Point Edward. Below Point Edward there might be a five cent increase in the freight.

Q. Below Point Edward and Lake Erie ports it would be five cents extra?—A. Yes sir.

Q. That would mean around about a dollar a ton for carrying and loading and unloading with these large boats properly equipped?—A. Bring it down.

Q. Or 70 cents?—A. 70 cents; I think it would work out below that.

Mr. FLEMMING: Possibly less.

By Mr. Armstrong:

Q. Just one other question along that line. Providing the Welland Canal was completed and ready to operate, what would, in your estimation, be the extra cost on coal for carrying coal; I mean in relation to what you have already stated, from Lake Erie through the Welland Canal to Hamilton and Toronto?

Mr. CANTLEY: Where?

The WITNESS: To Hamilton and Toronto.

The VICE CHAIRMAN: You mean taken in big boats.

The WITNESS: An addition of about 40 cents a ton.

By Mr. Armstrong:

Q. Have you had any experience in handling—

Mr. GARLAND: He said additional amount?

The WITNESS: Of 40 cents a ton.

By Mr. Garland:

Q. That would be 40 cents on what you have already computed?

Mr. ARMSTRONG: No, 40 on the 70.

The WITNESS: I think I mentioned it would be below 70.

Mr. FLEMMING: He said it is possible down to 50, I understood.

The WITNESS: I think possibly.

By Mr. Cantley:

Q. What is the mileage involved?—A. From the Georgian Bay ports or Hamilton?

Q. That would cover the movement referred to?—A. I am not quite sure of that offhand.

Q. Oh well, roughly?—A. About 1,400 miles the round trip.

MEICHEM PAPERS, Series 3 (R.G. 2', I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Armstrong:

Q. Just let us get that a little more definite, Mr. Cuttle. As I understand you, you are prepared to enter into a contract with the Government, or some responsible body, to carry coal from the Head of the Lakes by large boats to Lake Huron ports and Point Edward, and deliver the coal at these points at 50 cents per ton?—A. That is big contract for me to make, sir; that would require self-unloading steamers capable of carrying eight to ten thousand tons at a cost of $850,000 apiece, and we have not got those boats yet.

By the Vice Chairman:

Q. You say it could be done provided you had the steamers, that the steamers were there and there was a large movement, a continuous movement?—A. Yes sir.

Q. That it could be done at 50 cents, possibly a little below?—A. Not below 50.

Q. Well, 50 cents; but does that 50 cents include the cost of loading on to the boats at the Head of the Lakes?—A. No sir.

By Mr. Armstrong:

Q. But it does the unloading?—A. Yes sir.

By the Vice Chairman:

Q. What would be the cost of loading on to the boat, roughly?

Mr. CANTLEY: 8 cents, he told us.

Mr. ARMSTRONG: Less than that.

By Mr. Cantley:

Q. Now you have referred to boats fitted with self-discharging apparatus?—A. Yes sir.

Q. Those boats have false bottoms, I presume?—A. They all have their tanks and some of them have a false bottom besides that, or a hopper bottom.

Q. They have got to have some cavity in that bottom so that the coal will run down in it into the conveyor. Won't that cut down the cubic capacity of the vessel very considerably?—A. It adds a little weight to the steamer but the builders figure on getting the depth.

Q. I know; but if the cubic contents of the boat, apart from the flooring and the elevator pit, are taken off the cubic capacity; in other words, the boat must be of bigger registered tonnage if you are going to put self-discharging apparatus in her?—A. Yes sir; she could be built deeper.

Q. You are increasing your registered tonnage by building her deeper?—A. Yes sir.

Q. You are getting nowhere and evading my question; I do not mean you are evading it intentionally, but you are getting around it in another way. Now, here is the point; the practical point I want to put up to you:—this thing has been threshed out before—ore boats have been carried on the continent to carry ore with self-discharging apparatus, such as you propose. Now, the cubic capacity of the boat is not the question there because ore is very heavy and very dense and when the ship is fully loaded, we will say a 10,000-ton boat, her cubic capacity is not more than half full. But take the Nova Scotia coal, for instance; that runs 45 cubic feet to the ton and the boat is more than filled, she won't carry her dead weight unless it is trimmed up to every single available corner in the boat. Now, if we were to have discharging apparatus, such as you refer to, in the boats carrying Cape Breton coal up the St. Lawrence we could not bring up their dead weight capacity because the ships would not hold

it due to the amount of space taken off by this discharging apparatus. Won't you find the same thing on the lakes?—A. Not with the present draught of water in the Sault Ste Marie canal.

Q. That is getting around my question again. You say with the present draught of water; but if this business is going to be carried on you must have sufficient water to load the boats to capacity or it is not economically feasible to carry on the traffic. I am only just getting around to this: it is my judgment that the boats that have self-discharging apparatus are not going to be successful in the coal carrying trade for the reasons I have outlined, and you have got to depend on shore equipment for rapid loading and rapid discharging.

By Mr. Armstrong:

Q. They are successful, are they not, Mr. Cuttle, in the United States?—A. Yes, sir.

Q. Most successful. Numbers of them are now in operation?—A. Yes, sir.

Mr. CANTLEY: Carrying what?

Mr. ARMSTRONG: Carrying coal.

The VICE CHAIRMAN: What does Mr. Cuttle say about coal?

The WITNESS: I am only familiar with the same size of self-unloader which we have chartered for the entire season, both of them, and they are operating to ports where the shore facilities are not the best. We can get better despatch by putting a self-unloader in there than by leaving a boat three or four days to be unloaded by the shore plant.

By Mr. Armstrong:

Q. How quickly will they unload a boat?—A. We can unload our own boats in five hours, 2,500 tons.

Mr. CANTLEY: For that class of traffic they are all right. What the witness says is this: In going to different ports, here and there, where there are no established, first-class discharging apparatus, it is better to have self-unloaders. But if you are going to maintain the traffic and if you are going to develop the traffic, such as Mr. Armstrong and the rest of us are suggesting, boats of that class will not solve that problem.

The VICE CHAIRMAN: Your point is that even the larger 10,000 ton boats—

Mr. CANTLEY: You must have adequate terminal facilities for rapid discharging, independent of the class of boat you work with. Otherwise you are going to be tied up to a few special type boats. Unless you can take an ordinary freighter and put her into your terminal facilities and make rapid discharge, you cannot get away from that, in my judgment.

Mr. ARMSTRONG: Yes, but Mr. Cantley; how many of these large boats do you know of that are now operating in the United States in carrying coal with these large unloading facilities, are successful?

Mr. CANTLEY: You mean installed on the boat itself?

Mr. ARMSTRONG: Installed on the boat; carrying coal now at the present time?

Mr. CANTLEY: I just want to be clear as to what your question is.

Mr. ARMSTRONG: It would astonish you, I think, what is being done with those boats.

The WITNESS: That is a question I cannot answer, offhand.

By Mr. Armstrong:

Q. You know, however, there are a number of them?—A. Oh yes.

The VICE CHAIRMAN: He may be able to get it here.

MEMORIAL PAPERS, Series 3 (R.G. 2', I, Volume 2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Armstrong:

Q. And they are being most successfully, operated, are they not, Mr. Cuttle? —A. Yes, sir.

Q. And no trouble whatever at ports unloading?—A. They get better despatch at ports because they never have to wait for other boats to unload.

Q. How far from shore do these boats unload coal?—A. I think—

Q. Generally speaking?—A. —70 feet is about the outside. When they build up a pile I do not think it is over 50 feet to the middle of the pile.

Q. But there is no question in your mind but that boats equipped in the manner in which you have stated could successfully carry coal from the Head of the Lakes to Lake Huron and Erie ports at the prices you have suggested? —A. Yes sir.

Mr. GERSHAW: That would be 98 cents.

By Mr. Garland:

Q. What quantity of coal would you require to have a contract for to move at that rate?—A. Well, that would be a question for the directors of the company to decide.

Q. You know how much coal you would have to move without a return cargo to make the transportation pay; you are not going to go into the investment, nor is any other company, for three-quarters of a million dollars for each of your coal boats with self-unloading facilities unless you are assured of a certain tonnage?—A. Yes sir.

Q. What is that tonnage; what must you be assured of before you would accept this?—A. That is difficult to say.

Q. About how much would it be?—A. If we lost that contract after a period of five years we would have that boat on our hands and we could not put it into any other adequate trade.

Q. That is why I am asking the question. Would it be 500,000 tons a year?—A. That is not a large tonnage.

Q. It is not large enough, is it?—A. It is too big for one boat.

Q. Too big for one boat, yes. What would you want; have you any idea at all?—A. If we had a guarantee of half a million tons a year for a period of five or ten years the company might be interested enough to construct a boat.

Q. Five or ten years is quite a spread; can you tighten it up a little?—A. I would prefer not to answer that; it is really up to our present directors to decide a question like that.

Mr. CANTLEY: That is a fair answer.

By Mr. Flemming:

Q. If you had enough coal to keep one boat engaged during the whole season that could be handled as cheaply by your company as if you had a larger quantity and had to have more boats?—A. Oh yes, just the same.

Q. Could you give us, approximately, the amount that one boat would handle during the season?—A. It depends on your unloading ports.

Q. Well, just approximately. We would naturally suppose that you were going to deliver at different points because the consumption would be in various localities so that there would be some at different lake points?

By Mr. Armstrong:

Q. At, say, Midland, Owen Sound, Goderich.

Mr. FLEMMING: Point Edward.

By Mr. Armstrong:

Q. Windsor, Port Stanley?—A. One steamer could carry over a quarter of a million tons in a year.

Mr. GARLAND: Get him down to that. Would the witness be willing to enter into a contract for a quarter of a million tons a year at the freight rates he quoted?

The VICE CHAIRMAN: He can hardly say that.

The WITNESS: I am not authorized to do that.

The VICE CHAIRMAN: He could hardly say that.

By the Vice Chairman:

Q. But you say one steamer could handle over a quarter of a million tons a year; in what period, give us the period?—A. The season of navigation, April 15th to November 30th, or possibly—November 30th is late enough for Lake Ontario ports.

By Mr. Flemming:

Q. And one steamer handling that quantity could be operated by your company practically as cheap as if you had a larger quantity and had to have two or three?—A. Yes sir.

Q. We have had evidence submitted here that coal is being carried from American lake points, that would be like Cleveland or Toledo, to the Head of the Lakes for 30 cents.

Mr. ARMSTRONG: 37 cents.

By Mr. Flemming:

Q. Per ton. Why is it that a higher rate seems to be necessary if coal was to be shipped from Fort William eastward?—A. Our main bulk freight traffic is grain from Fort William to Port Colborne and this coal is at Erie Ports and it is profitable to the steamer company at that rate if they want it, and it helps to pay your operating cost back to Fort William.

Q. Now, getting away from that for a moment, would the same thing, the same principle not apply to the handling of coal from Montreal west by the boats that are carrying grain from Port Colborne to Montreal?—A. Yes sir, it would.

By Mr. Howden:

Q. Would it not be just as expeditious to instal improved unloading apparatus at Port Colborne, or one of those Lake Huron ports, as to build the boat that was spoken about?—A. I quite agree with this gentleman, that we are going to eliminate competition if we have the only boat that can handle your traffic.

By Mr. Cantley:

Q. Following up Mr. Flemming's question, you say that boats coming down loaded with grain from the Lakes to Montreal could carry coal back. Has any coal been carried back?—A. There is a little Welsh coal due in Montreal in the next few weeks which is destined for Toronto.

Q. That is Welsh anthracite?—A. Welsh anthracite.

Q. Apart from that, has any Lower Provinces coal gone up?—A. I do not think it ever went west of Cornwall, sir.

Q. At what rate could it be carried up, and in what sized boats, in what quantities per ship?—A. We would carry that from Montreal to Toronto in 2,000 ton lots at 70 cents a ton.

Q. Including loading and discharging?—A. No sir.

Q. Outside of loading and discharging?—A. Yes sir.

Q. What would the loading and discharging cost?—A. Loading would be between 25 cents and 40 cents, depending on how it was loaded, and the unloading would be about 25 cents.

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Q. Are you familiar with the Scotia pier at Windmill Point?—A. Yes sir.

Q. There they could discharge into your boats from the Cape Breton colliers direct?—A. I think that might bring down the cost of loading. I think they could put the two boats alongside and just transfer.

Q. There would be practically no loading cost there?—A. No sir.

Q. That eliminates that. What do you say the discharging cost would be for Toronto?—A. I think 25 cents a ton.

Q. What are the harbour dues there?—A. I am not sure at Toronto.

Q. Well, there is some evidence here that the amount was 19 cents?—A. They are heavy in Toronto. We have our own docks at Toronto.

Q. You have your own docks?—A. Yes sir.

Q. In that case do you pay harbour dues?—A. Well, that is out of my department, sir, I am not sure of that.

Q. It is a matter of very considerable importance in this calculation?—A. Mr. Wattles will answer that question, I think, he is in charge of our—

Q. You really do not know?—A. No sir.

Q. You put the cost of freight, apart from discharging, at 70 cents?—A. Yes sir.

Q. What is the mileage, roughly, about 300?—A. 330.

Q. Well, 300 by rail, I suppose practically the same by the river?—A. It is a little higher, I think, because you come up by Cape Vincent on the American side.

Q. How long will it take your vessel to come up from Windmill Dock to your discharging point at Toronto?—A. Two and a half days.

Q. Three and a half?—A. Two and a half.

Q. How many locks?—A. About—it depends on whether they have to come up the St. Lawrence canals; at Morrisburg they can go outside sometimes and they go inside other times.

Q. Here is a boat carrying 2,000 tons. What I am trying to get at; how much time is lost in locking and unlocking?—A. Very considerable at the present time with the Ford boats monopolizing the canals.

Q. I mean apart from the Ford boats, in normal times—I know the Ford boats are a nuisance—we are trying to get down to something practical, at least I am?—A. It will take you four hours through the Lachine Canal, and two and a half hours across Lake St. Louis, four to five hours in the St. Lawrence Canal and from Coteau Landing to Kingston you could make it in about a day, and then from Kingston across to Toronto it is only a night's run.

Q. To travel 350 miles you consume two and a half days?—A. Yes sir.

Q. That is about 120 miles a day. Well, practically half the time, or more than half the time is lost in lockage?—A. No. You have got heavy currents all the way up as far as Prescott and then you have got them in the Thousand Islands again. You have a boat with 2,000 tons and she would just make a little better than those currents. Some of those currents are 8 miles, she only makes ten miles loaded.

Q. Well, with any volume do you think you could reduce that rate of 70 cents?—A. I think it is quite possible.

Q. Because that is a high cost or about the same cost as carrying coal from Sydney or any of the lower ports in Nova Scotia to Montreal?—A. The rate from Sydney is more or less the same from Lake Erie ports to the head of the Lakes. You could bring coal from Newport News to New York for thirty cents a ton.

Q. We are glad to take it at any price at all, but that is not a commercial proposition.—A. Our rate is based on the expense to the steamer, the additional cost of fueling. We quoted a rate of 70 cents on Welsh coal, but on a large quantity we would carry it cheaper.

Q. Can you indicate how much cheaper? In other words I want to get what is the smallest rate on a large volume from Montreal to Toronto?—A. The despatch at Toronto is not very good at the present time.

By Mr. Armstrong:

Q. Do not speak of despatch or loading?—A. That is how we have to make the rate.

By Mr. Cantley:

Q. Supposing proper facilities were installed, giving a despatch of 5,000 tons every twenty-four hours, what rate would it be possible to quote for say half a million tons?—A. Fifty cents a ton.

Q. Thank you for that.

By the Vice Chairman:

Q. That is for quick despatch?—A. Yes, for quick despatch.

Q. For loading and for discharging?—A. Yes.

By Mr. Armstrong:

Q. Quick despatch at both ends?—A. Yes.

Q. The loading and unloading machinery must be adequate at Montreal?—A. At Montreal?

Q. Yes.—A. No, I would not say the Dominion coal is very fast.

Q. Why does it cost 20 cents a ton or 25 cents?—A. They can unload a boat at the Dominion Coal plant in eight hours. When you have to transfer it to another boat it takes a longer time.

By the Vice Chairman:

Q. Why do you have to do that?—A. I am not positive whether their towers; the arms on the towers, are long enough to take it out of the ocean boat and swing it over into the hold of the boat alongside.

Q. They are doing that, I understand, to some extent.—A. Yes.

Mr. CANTLEY: I might explain in connection with the unloading that the class of towers which the Dominion Coal Company originally built and which they still operate on some of their plants were designed to unload ships and put the coal on shore. The Nova Scotia company built four towers and these towers were for unloading a boat and piling the coal on the shore, or taking the coal, or the cargo and transferring it to a barge alongside. They could arrange number one and number two hatch on the shore and number three and number four hatch or any other combination of hatches. That is done quite often, but the difficulty that you will be up against, or anybody else, is to find vessels that are not able to meet the colliery or in other words, to make a proper connection. A boat going up may have to wait twenty-four hours until the colliery or the colliery may have to wait until the boat is available to take the cargo. The main thing is to make connection.

By Mr. Armstrong:

Q. Would it not be possible for your company if you had a large tonnage to take up the lakes to make close connection and allow them to handle the coal?—A. I do not think it is possible in Montreal; where boats are coming into Montreal with grain and the delay is anywhere from eight or ten hours to twelve. This year we are getting much better despatch and at the same time grain is coming into Port Colborne and we have to rush the boats back as the elevators are filled. We have to empty the Port Colborne elevator to give despatch to upper lake boats.

Q. Would it not be possible to have a line of boats carrying coal back and grain down?—A. Yes, coal boats would have to be fitted when they discharge the grain cargoes.

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Q. That could be arranged, could it not?—A. I do not think it. Grain comes into Port Colborne, and when a boat, possibly carrying barley, gets to Montreal, there is no demand for barley, they want wheat and oats and they will unload the boat carrying oats and wheat, holding up the boat carrying barley.

By the Vice Chairman:

Q. A barley boat may be held up quite a while?—A. Two or three days. We could figure a demurrage rate and if a boat is not unloaded in time we could put on demurrage.

Q. That could be arranged in that way and a lower rate made?—A. My rate was based on quick loading and unloading, and no delay. The demurrage might work out at $425 or $450, say.

By Mr. Cantley:

Q. I have some figures I would like to bring to your attention. Suppose the cost of transportation from Cape Breton to Montreal is 70 cents, and the discharging and loading into your boat is 15 cents, the freight to Toronto is 50 cents, discharging at Toronto, 20 cents, harbour dues Montreal, seven and one-half cents, and supposing the harbour dues at Toronto were twelve and one-half cents, that makes a total of $1.75 from Cape Breton coal ports to Toronto and landed on the dock in Toronto, are these figures correct, or do you think business could be done on that basis?—A. I cannot base an opinion on the 15 cent rate at Montreal. I think the 20 cent rate at Toronto is low for the present appliances they have.

Q. I am predicating this on this being an established trade running into a million and a half to two million tons a year. We are looking towards something definite so we can get our coal into Toronto, both eastern coal and western coal. In my judgment the meeting point between eastern and western coal is at Toronto. These are figures that I have put down as figures, I think, at which it can be worked out in large tonnage volume?—A. I think they are approximately correct.

Q. Now, if you can give similar figures for the movement of western coal from the lake ports to Ontario points we will get some constructive data before us which will be of very considerable value.—A. I forget what figures I gave.

Q. Could you give us similar figures in regard to the movement of western coal?—A. I think I said coal could be handled from the head of the lakes to Georgian Bay.

Mr. CANTLEY: I would suggest, if the witness would be good enough to make up a statement and hand it to us to-morrow we will be much obliged. It will give him an opportunity to give the matter some serious thought.

The VICE CHAIRMAN: And any suggestions that occur to you in connection with the matter of simplifying the movement either east or west.

By Mr. Gershaw:

Q. Could you tell us approximately the cost of apparatus for unloading coal from cars to boats?—A. I have no idea.

The VICE CHAIRMAN: Any other questions?

Witness retired.

The VICE CHAIRMAN: Before we call Mr. Neill, I want to advise the Committee that the Premiers of the Provinces intimated they could appear this afternoon, Premier Ferguson, Premier Rhodes, the Premier of Quebec and the Premier of New Brunswick. If that is convenient to the Committee we can meet this afternoon at three o'clock. Will that be convenient to the members of the committee?

Mr. MCLEAN (Melfort): It is difficult to say whether it will be convenient, but if it is we ought to be here.

The VICE CHAIRMAN: Would it not be advisable to make arrangements?

Mr. MCLEAN (Melfort): Yes.

Mr. CANTLEY: I presume the Chairman will get leave from the House?

The VICE CHAIRMAN: If the Committee agree we can ask leave of the House. Mr. Lapierre will ask leave to sit this afternoon.

Mr. MCLEAN (Melfort): I have been out this morning, I had to attend another Committee. I understand Mr. Draper is here from Edmonton.

The VICE CHAIRMAN: He can go on to-morrow.

Mr. A. W. NEILL, M.P., called.

The WITNESS: I will try and be as brief as possible. I am here to plead for some measure of relief on behalf of the coal mines of Vancouver Island, which are in far worse condition than those in Alberta or Nova Scotia.

Vancouver Island is about the size of Ireland. Two-thirds of the northern part of the island is in the district I represent, and the other part, except the Victoria seat is represented by Mr. Dickie, and each contains perhaps six to eight coal mines. When I say his, or our mines, we have no interest in the coal mines except a desire to see the industry rehabilitated, as it is in very bad condition.

In British Columbia there are two main areas in which mining is carried on. There is a third which is not developed. One area is the Crow's Nest area, which is in the southeast corner of the province. There, they have some very cheap methods of producing coal. I believe they produce it for $2 a ton. Their market is in the United States as they are alongside the American boundary.

The other coal area is on Vancouver Island. It is all bituminous coal, and the Nanaimo area produces principally domestic coal. One of the mines at Cumberland, which is in my district, has a very high class steam coal.

By Mr. Cantley:

Q. Are you referring to mainland collieries?—A. No, Vancouver Island. This coal is a fine class of coal, and I have a confidential report, which I will not read, from the United States Navy in which they certify the Comox coal is 37 per cent better than any other coal on the Pacific Coast for steaming purposes.

Q. Have you got the test?—A. I have the report. They made test trials on one of the gun boats. The British Navy when they were stationed at Esquimalt, invariably used Comox coal. Japanese vessels always load coal of this kind when they happen to be in the North Pacific.

By Mr. Armstrong:

Q. What is the extent of the area?—A. Well, in this district there are about a dozen mines scattered from Ladysmith to Cumberland in an area of perhaps one hundred miles.

Q. What is your estimate of the amount of coal available?—A. That is practically, I believe, unlimited. These mines are to costly to work. The President of the British Empire Steel stated that mines under the sea are costly, for reasons that are obvious, and that is the condition of some of our mines. They are also deep which adds to the expense. You can understand having to go under the sea and having only one pit head. You have the extra expense for light and air and also getting the men and coal out of the mine. They are

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very deep and also the cost of living is notoriously a good deal higher in British Columbia than in the east. They have had hard times in the industry for several years past, the miners only working three or four days a week at a moderate wage. I heard, only a few days ago, that a fairly good mine on the Island has been shut down, leaving the men's wages unpaid for sixty days.

In British Columbia in 1910, the coal production was three million tons. In 1924, it was a million and a half.

By the Vice Chairman:

Q. Does that cover the whole of British Columbia?—A. Yes. In the last four months, here are the recent figures dated May 31st. They show there has been a loss of output in the last four months over the same period of last year of 96,378 tons, nearly 100,000 tons less in four months than a year ago. That is Vancouver Island alone. The wages paid on Vancouver Island are approximately $5,000,000 a year, and there are incidental supplies which come to something like $7,000,000, and something like 85 per cent of the expenditure goes through the city of Vancouver. I want to use that argument later when we come to the question of bunkering.

Wages are not as high as in other places. I regret to say that in one mine they use Orientals, which makes wages cheaper, and for my part I would like to say if there is any relief extended to us, that it should cover the question of Orientals, to the extent that they should be taken out of the mines.

By Mr. Cantley:

Q. What mine are they employed in?—A. At Cumberland, the only mine where they have Orientals.

Q. What is the total output?—A. I do not know that particular mine.

Q. Give us an idea, is it 500 tons or a thousand?—A. I do not know. They have two shifts, an Oriental shift and a White shift.

Q. What is the total daily output, roughly?—A. They have about 500 men employed.

Q. What proportion are Orientals?—A. In that particular mine there are more Orientals than there are Whites.

Q. The bulk of the employees are Orientals?—A. Yes, in that particular mine.

Q. Are these coal cutters, or engaged in other work?—A. In the mine.

Q. Coal miners?—A. Yes. It is not the quality of the coal, or high wages that is the cause of the trouble. Here is the cause: it is lack of market caused by the competition of fuel oil.

I am not sure whether these figures refer to 1924 or 1925, but there are two companies alone which imported in the year 1,335,000 gallons of oil, which is the equivalent of 335,000 tons of coal. That is perhaps only half of what is consumed in British Columbia. That would give us, approximately, a half a million tons of coal which we do not dig, and which we would get the benefit of but for the competition of fuel oil. Taking that amount of coal into consideration, it would make a great difference, and would make the coal industry a prosperous and flourishing one on Vancouver Island, and would practically eliminate this difficulty.

Q. Can you give us an idea of the price per barrel of fuel oil?—A. It runs from $1.85, around there. It fluctuates a great deal. I think four barrels of oil are held to be the equivalent of a ton of coal.

By Mr. Armstrong:

Q. There is a duty on that coming into the country?—A. Yes, I will deal with that later. That is something like $5,000,000 a year we send out to the United States, and for which we do not get anything.

By Mr. McLean (Melfort):

Q. You say you do not get any benefit?—A. We get the use of it, but it is not like buying raw material. That is not the worst of it. It is not merely the kick of a private member or two; I may say to the members of the Committee that Mr. Dickie is equally interested. It is not only the complaint of a member whose industry is suffering, but there is a national aspect in connection with it. What would happen if the United States put an embargo on fuel oil coming into Canada? People will say that will never happen. Some years ago you would have laughed if anybody had suggested the possibility of an embargo being put on anthracite, but it has come within sight. Further, we have not only been threatened, but we have had the actual experience.

During the great rush, after the war, I forget the year, but the American fuel oil producers notified their customers in British Columbia that after a period of three months, from a certain date, there would be a positive embargo set up. The customers said: "What are we going to do, we have to operate our steamers, and cannot do it without fuel oil?" The dealers said, to use a biblical expression: "See thou to that, it is nothing to us, we are keeping the oil at home". What was the result? There was an immediate scurry back to coal. They rebuilt their steamer furnaces in order to burn coal, but it did not become as bad as it might have. A depression occurred in the United States and oil became available.

The present situation is becoming more acute. Fuel oil is replacing coal, and these are deep mines, and if this condition is allowed to continue matters will get very much worse and these mines will have to shut down, and when they shut down they flood, and when an embargo comes along, or perhaps a war will occur or any other unlooked for condition, what would be the attitude of the States? They would immediately place an embargo on fuel oil. Where would we buy oil? We would be obliged to go back to coal, and it would mean an enormous expense to the industries, the steamship companies in refitting to meet these changed conditions, and if the mines were closed there would be no coal available.

By Mr. Armstrong:

Q. What would you propose doing, stop fuel oil?—A. I will cover all these points.

A remedy is suggested to put in coking plants for manufacturing coal into coke and its component parts. At the present time that is impossible, because it is universally admitted that can only be successful where you have a nearby market for the gas produced. If coke were successfully manufactured there must be a big local market for gas which would be absolutely necessary in order to carry it out to any extent. The situation on Vancouver Island is such that we could not pipe gas to Vancouver under the water, and we have no big cities on the Island to cater to, so the coking idea would have to depend entirely on the sale of coke, which would make it impossible. There is the disease, and the question is, what is the remedy?

The Dominion Government took a step in regard to this matter some years ago by putting on an import duty.

By Mr. Cantley:

Q. There is the other situation in regard to coking coal for domestic use, and I do not think the situation is quite as bad as you represent. I know, to be completely successful, the coking ought to be done at points where there is population sufficient to take care of the gas. If you could make a commercial proposition of coke your British Columbia coal would replace the oil?—A. I will cover that presently.

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Q. What is the other side of the question; what is the coke worth?—A. I do not know, I think the demand and price would be small. In order to put it on a paying basis you have to have the market for gas. Years ago a company had coking ovens at Union Bay, and they sold coke to a smelter, but a mine was opened nearer where they could get coal cheaper, and the coke oven had to be closed down because no market was available.

By Mr. McLean (Melfort):

Q. Is your coal not suitable for domestic purposes?—A. Yes. I might say in connection with this coke company that their only outlet was a smelter, and they got this mine opened near their plant.

Q. What is the need for coke; that is not going to help you sell coal for steam purposes?—A. No.

By Mr. Armstrong:

Q. Do you say that the cost of the coal at the mines is $6.75?—A. $6.70, the retail price in big lots.

Q. That is retail?—A. No, the wholesale price at the minehead in carload lots.

By the Vice Chairman:

Q. $6.70?—A. $6.70 at the pit heads. I just mention that in order to give you an idea of the cost. In large quantities you can produce it cheaper. The Dominion Government put a duty of one half a cent a gallon on fuel oil, but that was not sufficient to achieve the object. There are about 35 gallons to a barrel, and it did not assist very much. The Provincial Government got disturbed over the situation and put on a duty of half a cent a gallon. They cannot put on an import duty, and they got around it by calling it a tax. One of the big companies took it to court and pleaded that it was ultra vires and the Supreme Court Judge, before whom it was tried, agreed with them. The case is now being appealed, and I am not in a position to say whether it will be allowed. British Columbia got away with a duty on logs by calling it a tax instead of an export duty. They are going to fight this out I fear they will not be successful and we will have to fall back on the Dominion.

We want increased duty on the fuel oil in order that the coal mines can compete.

By Mr. Armstrong:

Q. You mean an increase? How much of an increase?—A. As much as we can get.

Q. What do you think?—A. To be really effective, it would need to be two cents.

Q. Two cents a gallon on crude oil?—A. Yes.

Q. And two cents over what you have?—A. We would accept two cents of a total. A half cent would have no effect.

Q. Is that $6.70 for bituminous coal?—A. Bituminous steam coal, yes.

Q. It costs $6.70 to produce it?—A. I do not say that is cost but the wholesale price for carload lots.

I have run up against opposition from two sources, one is from the two railroad companies and the steamship companies, and also from the manufacturers. They use it for fuel and it is becoming more and more generally used for heating purposes in Vancouver, and these companies depend on the States to get their supply of oil.

Our position is, and we happen to be in rather a unique one; we can take either side of the fence. We say, "If you will not give us protection because of the manufacturers, we will take free trade which will do almost as well." It would meet the situation in this way: The coal tariff in the States is the only

one in the States that is really reciprocal, and it does not depend on anybody or any party. It is written into the American tariff. The duty on our coal going into the States automatically becomes the same as what we charge them on any class of their coal coming into Canada. The duty now is 50 cents a ton on bituminous coal. If that was done away with altogether, free trade in coal, it would immediately allow us to get a much bigger share of the Western American market for household purposes than we have now, and that would mean we would get in the San Francisco market where we used to enjoy a very large trade.

By the Chairman:

Q. We once had that market?—A. We once had it. Here is an illustration of how the trade there has been dropping. It has dropped down in the last four or five years, the export of coal into the States by Vancouver Island coal mines, from 300,000 odd tons to 150,000 odd tons. That shows how it is dropping. Of course, oil competition will probably operate there also.

By Mr. Cantley:

Q. Where did that coal go to, San Francisco and Seattle?—A. Yes.

Q. Principally those two points?—A. I presume principally to San Francisco. They have a local mine in Seattle but it is of very poor quality.

By Mr. Armstrong:

Q. You are talking of a reduction on the national duty; of course it would have to apply to the whole dominion?—A. There is the trouble. I know that would not be popular in the Maritime Provinces; I know what their feeling is there. There is an argument on the tariff, of course, both ways. I won't go into that. The Maritime members know what the Maritime Provinces require. Cutting the tariff off coal would help us quite a lot, but the most important thing, the greater thing would be an increase, I think, on fuel oil. Now, that is so much for that.

There are just two other mining grievances I want to touch on. One is the situation as regards lignite. Some years ago the Government, in looking for some means to allow Alberta lignite coal to go into the United States, took off the duty on lignite coal coming into Canada. There was none coming in so it did not make very much difference and it was supposed that it would encourage the export of Alberta lignite. I think the result was it did not to the extent expected for some reason, but it was supposed to encourage our lignite coal going into the States. The difference between lignite and bituminous is not hard and fast. You cannot say, "That is lignite. and that is bituminous." It is according to how it is graded; it is a matter of argument on the analysis as to how it is divided. You may remember, when Dr. Camsell was giving his evidence, I tried to pin him down, and I asked him what was lignite and he said, "Coal containing about 10 per cent moisture," and I said I hoped he would remember that, for this reason; when the authorities—and I do not think Dr. Camsell was responsible—but some Customs authorities, I think it was, came to define what constituted lignite, as they had to do, they said, "Well now, what will we put it at, eleven, eight, seven or what?" and they finally said, "Let us put it at six per cent"; anything over six per cent moisture then comes in as lignite. There is where I figure the mistake was made. The result was that a trade suddenly developed from an utterly unforseen source, from Bellingham, which is in the State of Washington, adjoining British Columbia into Vancouver. This coal was not really a lignite, it was sub-bituminous, but it came very close to the analysis; they just skinned it in over the six per cent. Now, here, I do not blame the Mines Department at all because here is what a bulletin issued

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at Washington, D.C., said about this coal. Here are three different analyses and they show the moisture running from 4.70 down to 4.26 per cent. Here is the definition and the analyses of that Bellingham coal which is now coming in in large quantities into Vancouver as lignite, which it is not. Here is the honest definition: "It is often referred to as lignite but more properly it should be classed as a low-grade bituminous coal," and that is exactly what it is. It is coming in as lignite when it should not be coming in because it is not lignite, it is bituminous coal.

By Mr. Bury:

Q. How does it come in under that definition of lignite if the moisture must be six and over?—A. Our regulations require it to be six, and Washington gives three samples where it went a little over four. By some mysterious process—not Customs manipulation—it always comes 6.1.

Q. You mean it comes up there— —A. Yes, I have had it tested again and again; 6.1, 6.2, 6.3, but it always just managed to get over the definition which lets it come in free of duty.

By Mr. Armstrong:

Q. How much of it comes in in a year?—A. There were 25,000 tons came in last year.

By Mr. Bury:

Q. Who does the testing at the border?—A. Oh, the Customs people, and they do it thoroughly.

Q. It is not a question of manipulation or false return?—A. Oh, no.

Q. Or false analysis?—A. I do not think so.

Q. How then is it that our analysis shows over six per cent whereas the United States shows a little over four?—A. I think the integrity of our Customs people is beyond question. I went to them and they explained their methods, and I think they were all right. They went down unexpectedly and grabbed some of the coal and tested it. I can only suppose they have discovered some seam or mine that has a little better quality than what the United States based their analysis on. And there is another feature about this. It is not only boot-legged in as lignite when it is not lignite, but it is sold as our British Columbia coal and it damages the reputation of our coal. You go to Vancouver and you will never see Washington lignite coal advertised or Washington coal at coal, it is sold as our Vancouver Island coal. Some of it is mixed with our coal and some of it is sold to somebody that does not know anything about our coal, but it is sold and it damages our reputation.

By Mr. McLean (Melfort):

Q. Is that being done by British Columbia dealers?—A. Oh, undoubtedly. A dealer will do a great deal. I went down unexpectedly and talked to some of the men that were shovelling the coal and I found out these facts. What we want in that case is to raise the percentage of moisture from six to eight per cent. Now I do not know whether there will be any opposition from Alberta in this, if we raise the content of moisture from six to eight per cent. Now, here is a report got up by the Mines Department.

By Mr. Cantley:

Q. Why do you go below ten per cent?—A. Opposition from the Alberta people. They say, "We cannot get our lignite coal into the States." Here is a report from Dr. Camsell's dept., and it says if you change it to seven per cent it will cut out ten per cent of the coal from Alberta that now goes into the

States. Ten per cent is not very big, and I think when it means aid to British Columbia it might be considered. I base it on the pure ground that it is not lignite according to the American statement, it is sub-bituminous coal.

By Mr. Bury:

Q. Before you leave that point, in making any change in the definition of lignite or the description of what is lignite, the United States would have to be a party to that, would not they?—A. No.

Q. Do you mean to tell me that Canada can simply say, "We are going to let your lignite in with over a certain amount of moisture free"?—A. Yes.

Q. That automatically goes through?—A. Yes. I am told by the officials of the department there is no objection at all technically, if you raise it to eight per cent. It would not be "Whipping the devil around a stump." They said it would be perfectly just and scientifically correct to put the definition on lignite at eight per cent. Dr. Camsell himself puts it at ten per cent.

As to our fourth grievance, there is a proposition on foot now—and there is quite active lobbying going on— to allow the money furnished by this Government, or by us, to be spent in the Harbour of Vancouver to provide coal bunker facilities, to facilitate trade with these grain ships that come in. It appears to me that we have surely reached the limit of our endurance if we are going to be sacrificed in this way. We are sacrificed by the fuel oil, we are sacrificed by the lignite. We are sacrificed by the lack of duty on the fuel oil, by the duty on the bituminous coal, and by allowing lignite to come in. Now, once more, we are going to be asked to provide with our own money bunkers that will complete the ruin. For this reason: these bunkers will be put up by Government money and will be open to the world. A tramp steamer that carries grain, comes out, perhaps, around by China and Japan, or perhaps from the south, and gets a load of grain for the Old Country. In any case, it comes in ballast. Coal is mined in Japan by women and children, and they can take that coal on at the same cost, or at no greater cost than putting on ballast, possibly even cheaper. They will bring it over here, they will dump it into these bunkers—it is handier than going down and dumping ballast—and they will get a trifle for that and the coal will be purchased and landed there at a price that will make it utterly impossible for us to compete with that. Now, it will be said, "Well, this is an economic proposition that you are up against." It is not. We are not afraid of any economic proposition. If these bunkers were being put up by the Alberta people to facilitate Alberta coal and possibly Crow's Nest coal getting into Vancouver; put up by the Alberta people, or even by their Government, or by the Crow's Nest people, we have no kick, we can meet competition in that way. The difference would be that these bunkers would be private. The Crow's Nest people and the Alberta people, being business people, would not allow these tramp steamers to come in and unbunker their coal at a low rate. The Government will not do that because Government bunkers must be open to the world. If it was done by private interests we would not kick, we can meet the fair competition of the Alberta or Crow's Nest people in that way, but we do object to our own money being used to stimulate trade that will surely ruin our mines.

By Mr. Cantley:

Q. One question. It is just as important to us as it is to you. To-day, under Customs regulations, coal can be brought into Montreal, or brought into Vancouver, foreign coal, and come in as bunkers without paying any duty. Now, that is wrong in principle?—A. Yes.

Q. And that affects you?—A. Yes.

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Q. If that were rectified it would not make any difference, or very little difference in regard to the proposition that you refer to?—A. Yes, but that is another phase which would also hit us.

By Mr. McLean (Melfort):

Q. Can you tell us about what coal costs in China or Japan?—A. I forget now. I did have the figures. I know our Canadian Government Merchant Marine used to bring it over as ballast and use it on their own steamers and there was a big fuss made at the time and I got it stopped. It is mined by women and children, of course at a very low rate.

By the Chairmans

Q. What quality of coal is it?—A. I am not sure as to the quality.

Mr. CANTLEY: The quality is all right.

Mr. McLEAN (Melfort): I have seen coal from China shipped up the Asiatic Coast and it was very expensive. I think coal from British Columbia should have been able to compete with it, but that was China.

The WITNESS: Japan has large coal fields and it is readily accessible. I recall from correspondence in connection with our Government boats buying it they quoted a price, and it was very low.

By Mr. McLean (Melfort):

Q. Just one other question about that before Mr. Neill leaves us. You speak of vessels bringing it over there in ballast, vessels coming from Japan or China on their way to pick up grain at Vancouver. You spoke of vessels coming from the South; no vessels come from the South in coal?—A. They might bring coal from Frisco in ballast.

Q. How could they get coal in Frisco if you have movement of 300,000 tons to Frisco?—A. We have to compete, but they have coal there.

Q. How can they get coal, to bring it to your mines, when you in the meantime can ship there as much as 300,000 tons in some years?—A. Well, that is to bring it as ballast.

Q. It would cost too much if you have to ship your coal down to Frisco, how could they bring it back again as ballast; water ballast is much cheaper that that?—A. These tramp steamers seldom use water ballast, they would have to load gravel.

Q. Gravel would be cheaper?

By Mr. Bury:

Q. They would not be able to buy coal?—A. No, perhaps they could not. Perhaps I was wrong in that, but I know the coal interests say that the coal would come in. I tell you where they could bring it from, they would bring it from Virginia.

By Mr. McLean (Melfort):

Q. All the way around through the Panama?—A. If they were coming through in ballast they can get it very cheap there in Virginia, as the evidence before this Committee will show.

Mr. CANTLEY: Before you leave that; to emphasize what the witness says. The export of grain from Vancouver is growing and it is going to grow more rapidly until the time is not very far distant, in my judgment, when about one-half of our Western grain will go out through the port of Vancouver, largely to Asiatic countries. Now, these boats coming back will undoubtedly bring coal from Japan, not all of them but a great many of them. The vessels that

come to Vancouver to receive a grain cargo, some of them will actually come out from Britain, because they are taking grain back to Britain, and they will bring out coal. There is no question about it, that is a very important point that he is raising. Now, the question of allowing bunker coal to come into this country without paying any duty is unfair to the coal industry of this whole country, both east and west.

Mr. McLEAN (Melfort): Just a moment, on that; is there any other line of goods that is imported into this country and re-exported that does pay duty to Canada?

The WITNESS: Brought in in bond, I suppose.

Mr. McLEAN (Melfort): There is a drawback of 99 per cent provided.

The WITNESS: You can bring in other goods, like tobacco.

Mr. CANTLEY: But those other goods are not the products of Canada and we could not supply them anyway.

Mr. McLEAN (Melfort): Some of them are.

Mr. CANTLEY: My point is, this is unfair to a Canadian industry that is struggling for its existence on the east and west coast of Canada.

Mr. McLEAN (Melfort): You would compel these boats to increase their bunker space so as to bring in enough coal for the return trip. You would not be helping yourself.

The WITNESS: We would not object to that. It is bringing it in as cargo and ballast.

By Mr. McLean (Melfort):

Q. Bringing it in as cargo?—A. Yes.

Q. That is a different proposition; if it is bringing it in as cargo for local consumpton?—A. It is ballast.

Q. But for bunker coal to take out again and have other vessels take out again, that is a different proposition. Supposing they put it on the dock and they themselves and other boats of the same line take it back?

Mr. CANTLEY: If another vessel takes it it should pay duty.

Mr. McLEAN (Melfort): You put it in a class by itself.

Mr. CANTLEY: Many things are put in a class by themselves to do justice to the country.

The WITNESS: Just to sum up. We are suffering from competition from the fuel oil. We do not think we can get any relief by coking, on the ground of our remoteness, so to speak, from the gas using centres. We are suffering from a tariff which cuts us off from the United States. We are suffering from the importation of bituminous coal as lignite, and we are threatened with this bunkering trouble as well. Those are the facts; they cannot be disputed. We are two lone members from British Columbia and we run up against the weight, on the one hand, of 12 or perhaps 14 members from Nova Scotia and New Brunswick who won't stand for a reduction of the duty on coal. On the other hand, we run up against the manufacturing interests, who are fully represented in the House, who do not want a duty on fuel oil. All I can say is that we rest on the mercy of the Committee and hope that they will deal with some of these items in their report in such a way as to attempt to relieve such grievances as you can, and I refer particularly to the lignite coal and the bunkering. At any rate that can be done, and if you can see your way clear to make a recommendation on the other matters, I may say that we would be very much indebted.

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By Mr. Bury:

Q. Are there any improvements that could be made on the Island, say at Vancouver, that would tend to lower the price of your coal, in the way of loading facilities or bunkering facilities of any kind?—A. I have taken that up with the coal men and they claim they have got the most modern system that can be devised. I know in the bunkering of ships they have an over-head system and the cars come along and they dump right in the ship, a whole carload at once.

Q. Nothing can be done along that line?—A. And goes down by gravity into the ship. A ship can be loaded in a very short time. They use an over-head railway where they haul cars, 35-ton cars, and then they are automatically emptied by gravity right down into the ship.

Q. While you are on that. Does the coal degrade much in the handling in large volume?—A. No. I have had some experience with that because in the little town where we live, Port Alberni, I handled coal in a retail way. It breaks a little, but I do not think so much as the Nova Scotia coal, from what I have heard in evidence here.

By Mr. McLean (Melfort):

Q. That would help it from a bunkering standpoint, if it did break down?—A. Not for steam purposes, bunkering.

Q. For steam purposes. This report says that one of the defects of your coal was that the lumps were so large, it was difficult to fire?—A. Does it say that?

Mr. CANTLEY: That is remarkable.

By Mr. McLean (Melfort):

Q. Can you tell us the reason of the high cost at the mines, at the pit mouth of that coal?—A. Deep mines and expensive working, not very deep seams, and a good deal of gas. I saw that they shut off a large section of a mine the other day entirely because they were having some phenomena in dust explosions and they could not explain why.

Q. How deep would those seams be?—A. I do not know. The mines are deep but the seams are not very deep.

Q. Four feet or so?—A. Something like that.

Q. And how deep are the mines?—A. I forget now. I was down one of those mines and it seemed to me a long distance down.

The WITNESS: I would not say the depth because I would have to go on record; I do not want to make any absurd statements. But they are reckoned as deep mines.

Q. You do not know whether they are under water?—A. In the case of Nanaimo District they run right out under the sea, and that increases the cost because you have got to put the men down here and they walk along to their work two or three miles and then haul the coal back, and the bracketing of pipes for the air all that distance; all that increases the cost.

Q. Don't they shoot their men to the back in cars and bring them back in the same way?—A. Possibly, I do not know. I do not think they are electrified entirely, at any rate. I know in the Nanaimo district they have donkeys and mules and ponies.

Q. Why do you use a lot of Welsh coal?—A. We do not. When the Niobe was there they used Comox coal. During the war one of the British Government representatives came to Port Alberni and he asked me, being the only coal dealer in the place, if I could supply coal and I said, "What coal do you want?" and he said, "Comox coal, and nothing else." I said, "Why?" He said, "On account of the steaming value it is next to the Welsh coal, next to the best Welsh coal."

By Mr. Gershaw:

Q. Is that coal that comes in from China used for domestic purposes in the City of Vancouver?—A. There is not any comes in. We only fear that that will be the result of having these bunkering facilities. When the coal was brought in by the Government ships they used it themselves.

By Mr. McLean (Melfort):

Q. One more question. There is a great market for coal down on the west coast of South America, do you ever go in there?—A. Not that I know of.

Q. Chile and Peru?—A. I rather think there is a market opening up down there now. Perhaps Dr. Camsell could tell you about that. He said there was a market opening down in the South; was it Mexico or Peru? Have you anything, doctor? In the report of the Minister of Mines he said there was a market opening up, possibly in Mexico or Peru.

Q. Chile and Peru have been large purchasers of British coal for very many years?—A. Possibly it was there. I know there was coal going down south somewhere.

By Mr. Armstrong:

Q. If you are through with your proposition pretty well, Mr. Neill, I would just like to ask you a question. Are there any of the anthracite fields of British Columbia convenient to the shore, to the water, I mean?—A. No. Dr. Camsell would know better than I do, but I think the only anthracite in British Columbia was at Banff, and I understood him to say that was closed down.

Mr. CAMSELL: The Groundhound Field in Northern British Columbia is about 150 miles from the coast.

The CHAIRMAN: Are they operating, doctor?

Mr. CAMSELL: No.

Mr. ARMSTRONG: Is that the one owned by Mr. Scott?

Mr. CAMSELL: Yes.

Mr. ARMSTRONG: That is the field I have reference to. Mr. Scott has been interested in it for a number of years. It is a very extensive field and the best of anthracite. What I was wondering was whether it would be worth while to work that field. Mr. Camsell, I think you know, that is a most excellent quality?

Mr. CAMSELL: It is pretty good.

Mr. ARMSTRONG: There is an anthracite field within 160 miles of the coast, the Pacific Coast, and a very extensive field, is it not?

Mr. CAMSELL: It is a large field, yes.

Mr. ARMSTRONG: And it is of excellent quality?

Mr. CAMSELL: The quality is pretty good.

Mr. ARMSTRONG: The company that owns a considerable portion of this field are anxious to get in touch with a market. They are willing, I believe, to build a road right to the coast. Would it be possible for that coal to be carried to the Coast, loaded on to boats and brought around to, say, Montreal, and Quebec. Have you any idea at what price it could be landed there?

The WITNESS: I cannot answer that question as regards Ground Hog. I took up that question, as regards our mines, and I put the best price, we will say, at $5 for shipping large quantities. I think the ordinary wholesale price is about $6.70. I approached the Canadian Government Merchant Marine and they said the lowest they could do it for was $5 a ton, and that would land it

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at Montreal at $10 a ton. They could not bring it to Toronto as their boats could not go up. I ascertained that coal could be brought in from Nova Scotia for 80 cents a ton during the summer months, and we could not compete.

Mr. CANTLEY: Mr. Armstrong is referring to anthracite.

By Mr. Armstrong:

Q. I am not dealing with bituminous coal, I am now speaking of anthracite; you have no information?—A. No.

Mr. CANTLEY: That means opening up another mine.

Mr. ARMSTRONG: That is true. These men are willing to open up the mine, willing to build a road to the Coast.

Mr. BURY: There is the trouble; I think it would be foolish to open up another.

The WITNESS: Dr. Camsell, where would the Ground Hog mine strike the water?

Mr. CAMSELL: They would either come down to strike the Grand Trunk Pacific at Hazelton or else into the mouth of the Naas river.

Mr. ARMSTRONG: That is not the mine Mr. Scott is interested in, it is not called Ground Hog mine.

Mr. CAMSELL: That is Ground Hog region.

The CHAIRMAN: How large an area is there at the Ground Hog Mines, Dr. Camsell?

Mr. CAMSELL: I could not tell you offhand. That is part of the material I am getting together for you.

By Mr. Cantley:

Q. What is the cost of freight on your coal from Vancouver to San Francisco?—A. I do not know.

Q. Well you ought to join us on the question of proposing a duty on imported bunker coal?—A. Yes.

The Committee adjourned at 1.00 p.m. to resume at 3.00 p.m.

AFTERNOON SITTING

The Committee resumed at 3 o'clock P.M., the Chairman, Mr. Lapierre, presiding.

The CHAIRMAN: Will our visitors (the Provincial Premiers) take chairs here at the table. We will be glad to have you right here with us.

The Committee will now come to order.

Gentlemen, I wish to thank our visiting Premiers for coming to this Committee. We realize that we have a serious problem in this fuel situation, but we consider that it is not insoluble. We feel that this problem will best be settled by the co-operation of the different provinces. The members of this Committee suggested that during your stay in Ottawa, we take advantage of your presence here to hold this conference. We will be glad to receive any suggestions, or the outlines of any policy, which will assist us in solving this fuel problem. It is a problem which has interested this Government, one that has been investigated during the last two or three sessions of Parliament, and we feel now that we have reached a stage where we can solve it with the assistance of the provinces.

I will now ask Premier Baxter to give us any outline or suggestions that he may have that will help us in our work.

Hon. J. B. M. BAXTER (Premier of New Brunswick): Mr. Chairman, I am very much obliged to the Committee for their kindness in sitting this afternoon, and for their invitation for us to be here.

The Conference of Provincial Premiers which has been sitting the last few days has prepared a resolution on this question of coal. I have not got it with me, but it will be submitted to you in due time, as being the formal expression, the united views of the Conference. Hon. Mr. Rhodes, of Nova Scotia, will be here later, and I expect he will be here shortly; I know he wishes to make an arrangement for some special technical experts to place the view of Nova Scotia before this Committee, at a later date.

If I may be pardoned for trespassing on your time, it will not be very long, I want to put forward the proposition in regard to the coal mines of New Brunswick.

In the first place, I may say that so far as this question of coal production and utilization is concerned while there is no coal in Prince Edward Island, and while there is only some coal in New Brunswick in comparison with the great deal of coal in Nova Scotia, yet the Maritime Provinces take precisely the same attitude with regard to these coal deposits. We trust that a way can be found by which the coal of the Maritimes may reach further into Canada in order to meet the competition of their home market. This will be accomplished, largely, by some such policy as this: that a good deal of the difficulty which undoubtedly exists in the Maritime Provinces can be alleviated, if not wholly remedied, as we have the natural product that the rest of Canada requires. The question is simply one of getting our natural material to the people who want to use it.

I have some suggestions with regard to the situation in New Brunswick, and others who are here will deal with Nova Scotia.

Now, with regard to both New Brunswick and Nova Scotia coal, owing to what I may call prejudice against the use of soft coal in the urban centres of Eastern Canada, and the great preference for anthracite coal, there is perhaps, first, difficulty in convincing people that they ought to use this coal from the Maritime Provinces. But by the adoption of the process of turning coal into coke, the people can get a better—I may even say cleaner—fuel, than anthracite coal; a fuel that will be entirely produced within the Dominion of Canada, which is perhaps one of the most important aspects of the question.

Now, this conversion of coal into coke cannot, of course, take place at the mine in Nova Scotia or New Brunswick, because in that process gas will be produced, and that gas can only be usefully produced in Canada where it can be consumed. There are other by-products of coal derived in the process of coal into coke, and those might be handled anywhere, but the gas must be manufactured in some urban centre where it can be used.

Now, the problem is twofold; first, getting sufficient assistance to enable some concern, or concerns, who would construct coke ovens at important centres in Eastern Canada. In the second place, the problem of getting the raw material to those centres. One is simply a question of giving assistance to an industry which, I presume, will only require being assisted until it is demonstrated to the people that the fuel produced by it is at least equivalent to any other fuel they can obtain.

The problem of transportation is one of the serious factors. You have a similar condition in the attempt to use Alberta coal in some Eastern centres. The Eastern Provinces are entirely in sympathy with that attempt. Relatively speaking, the Alberta problem is a greater one than the Maritime problem, because it involves greater distance.

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The problem which confronts New Brunswick is, in part, the problem of Nova Scotia. The coal fields of Nova Scotia are on the coast, and you can use water freight for a great deal of the year, at all events. In New Brunswick, our coal fields are situated just about the centre of the Province, and are connected with both the Canadian National Railways and the Canadian Pacific Railway system, but those fields must be exploited by means of the railways; there is no other means.

Parliament has thought it wise, and I think the people of the Maritime Provinces entirely agree with the action of Parliament, to place a duty upon slack coal, to prevent the exploitation of our Maritime market by American slack coal operators; and also to help the invasion of Ontario. That duty has been helpful; it probably would be more helpful if it were larger. I will not discuss that phase of it now. Suffice it to say, there is a large area in Ontario, which can not possibly get coal at present from the Maritimes; they must use soft coal. Therefore, they contribute to the national exchequer by the payment of duty. That is a burden placed upon one central Province at least.

If they will take the fund that is so produced, and use that fund to lessen the cost of transportation from the Maritime Provinces to Ontario points, they will be making, I think, a very practical use of the duty which has been imposed, because they are thereby keeping the Canadian market for the Canadian producer, and upbuilding a basic Canadian industry.

I want to say just one word or two in illustration of rates. Some years ago, an attempt was made—the experiment did not last very long—to use New Brunswick coal. I think it is used in this building at the present time. The Dominion Government gave an allowance of one-fifth of one cent per ton per mile to meet the cost of transportation; limiting that to 250 miles, so that the greatest amount paid would be 50 cents per ton—it could not exceed that and it might be less.

At the present time, the rate from Minto to Quebec, a distance of 406 miles, via C.N.R. is $2.55 per ton.

To Sherbrooke, on the C.P.R., 386 miles, the rate is $2.75.

To Montreal, via C.P.R., 492 miles, the rate is the same, $2.75.

To Ottawa, via C.P.R., a distance of 603 miles, the rate is $3.25.

I am told that the reduction of 50 cents in these rates per ton, would enable the Minto mines to effectively compete in the shipment of coal to Montreal and Ottawa, with imported American coal.

Is it worth doing, gentlemen? Is it a large amount to ask?

I need not say to the Committee that there has been a great deal of discussion about the $7 rate for Alberta coal. We are not, in any way, complaining about that. I only want to show you what that means, when translated into terms of handling Minto coal. If we had to take Alberta coal from Edmonton to Toronto, a distance of 2,053 miles, it would make a rate of .341 cents per ton mile. If we had the same rate applied to Quebec, as I spoke of before, instead of $2.55, it would be $1.38. To Sherbrooke, instead of $2.75, it would be $1.32. To Montreal, instead of $2.75, it would be $1.68. To Ottawa, instead of $3.25, it would be $2.06. Therefore, when we suggest a reduction limited to, we will say, 250 or possibly 300 miles, and one-fifth of one cent per ton, and ask the country to bear that part of the cost of transportation, we are asking less than the amount necessary to bring Alberta coal to Toronto.

Mr. ARMSTRONG: At the $7 rate, you mean?

Hon. Mr. BAXTER: Yes. We are asking for very much less than that; and we do ask for consideration for our coal field; not to the exclusion of any one else, but simply to assist in the development of a very useful and profitable industry in New Brunswick.

The condition at Minto, to-day, is not at all satisfactory; the local freight rates are high. I do not wish to say too much about the aspect of competition of Nova Scotia coal; we do not want to look at it in that way. Nova Scotia coal can, by sea, reach points in New Brunswick and undersell Minto coal. We can not complain of that. We do not want anything to be done to prevent Nova Scotia selling more coal; but what we do want is, if you can work it out, to give New Brunswick also the opportunity to sell more coal.

It seems to me there is enough market in Canada, and that it is worth while, as Premier Ferguson said to-day, for a portion of Canada to stand some special disadvantage, perhaps, in order that all Canada might share in the common advantage, to constitute a federation bound together by commercial as well as political ties.

I thank you for your hearing.

The CHAIRMAN: You have no objection to answering questions?

Hon. Mr. BAXTER: So far as my knowledge will extend.

The CHAIRMAN: Would a larger production of your mines in the Maritime Provinces tend to reduce the price of production?

Hon. Mr. BAXTER: I would suppose so, but I think you had better take that from experts who will be here later on. I do not like to speak of something with which I am not sufficiently familiar. I know it would with regard to the Minto mine, but as to the Nova Scotia fields I am not able to say.

Mr. ARMSTRONG: We have had representatives from the C.P.R. and C.N.R. giving us information as to the actual use of coal by their roads, from eastern mines. Can you give us an estimate of what they are using from your mine?

Hon. Mr. BAXTER: I can not. I can tell you something; I asked for a memorandum, and something has been given to me. I know, from the Minto field, the Canadian Pacific Railway has contracts to take 100,000 tons of screened Minto coal. I have repeatedly taken up the matter of supplying coal to the railways, and I have been referred quite often to Mr. Britt, their Fuel Expert, and he insists that they get a greater per mile value by taking Pennsylvania coal, which travels via water borne transportation to the foreign road, and then to their own road. I have to accept Mr. Britt's statement. I can not get inside of it.

There is also the point made that they would have to alter the grate bars,—I can not explain that very accurately,—in order to burn Minto coal. I am told by the C.N.R. people that the Minto coal is better for use on fast passenger service than freight, where engines may have to stand for a while. At all events, it has been sufficiently demonstrated that Minto coal can be used in railway service, and for any purpose; it is a question of adaptation.

Now, there is something wrong in the general policy, when it is possible for the C.P.R., or anyone else to import foreign coal and beat our own coal.

By Mr. Armstrong:

Q. Have you made an examination into the costs of both?—A. I have not.
Q. That is the price at which the Canadian Pacific received it?—A. No.

By Mr. Bury:

Q. Have you any committee, or body, in New Brunswick whose business it is to consider this carefully, to go into this with a view of submitting some plan to the Federal Government?—A. The only body is the government of New Brunswick.

Q. You have no Fuel Committee or special committee?—A. No, the Province of New Brunswick itself. There are no organizations of that character. I will tell you one angle from which the government views it: It is only a few

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months since the mine-owners came to us and asked us for a reduction in the royalty, and we only charge a royalty of ten cents a ton where the royalty of Nova Scotia is very much in excess.

Q. The province, knowing the local situation, being able to get more cheaply all information about freight rates and possible routes, the different factors that keep coal high in price, the province, being better able to get at these facts in respect to its own coal field, would be in a better position to make up a report and make a very extensive brief covering its own case, and make comments satisfactory and suggestions as to how the fuel problem from its standpoint and in respect of its coal mines could best be made?—A. I do not know about that. The mine-owners are very anxious to dispose of their product and can give you the facts with much less difficulty, and without the intervention of the provincial authorities. They know exactly what their freights are. You can get that from the railways or the mine-owners. All we can do is ask that, and you can ask and get their costs.

Q. I thought, if the Province investigated the rate on the spot; for instance, this Committee here have only a very limited time, as we rise when the House prorogues and we are trying to deal with this big question, and Nova Scotia and New Brunswick and Alberta and British Columbia are in a better position and have the time to investigate these matters. We are not in as good a position to do this exhaustive work as the provinces.—A. You will have further information in a day or two. You will have evidence from Nova Scotia that will be given by experts.

By Mr. Cantley:

Q. I would suggest that Mr. Neill tell our outside friends what action has been taken by the Province of Alberta, and what is in the mind of the public in regard to the use of their coal and what they have done towards adding to the information which is already in the hands of the Government.—A. I would like to suggest as far as getting information from New Brunswick is concerned, if the Committee would ask Sir Thomas Tate to come, he is interested in one mine and could give you information as to costs and railway freight rates, and it would only be a matter of the train bringing him here from Montreal.

By Mr. Armstrong:

Q. Mr. Baxter, would you be good enough to inform the Committee of the amount of coal the Canadian Pacific Railway is purchasing from the mines in New Brunswick?—A. I will be able to get that.

Q. And do you think they could show whether they would be able to purchase coal at prices that would compete with American coal?—A. I cannot get that for you unless they will tell me.

Q. Have you any suggestions regarding the anti-dumping law to stop the bargain and sale taxes of the coal exporters in the United States?—A. You are putting a question to a man who believes in a protective tariff.

Q. I am afraid we are all gradually becoming protectionists on this Committee. That is an important question, have you any suggestions?—A. There is no other way. They are using the tariff weapon and they are using it against us ruthlessly. There is scarcely a cask of lime being manufactured in New Brunswick, comparatively speaking, that is, compared with what was manufactured thirty or forty years ago because of the tariff wall our neighbours use against the Canadian lime manufacturer. The lime is now being manufactured at Portland, Maine, instead of in New Brunswick. If we want our coal used we have to apply the same remedy.

Q. What suggestions have you to offer regarding revising the scope of the Dominion Fuel Board, giving this Fuel Board a national view-point instead of provincial, as at present?—A. I have not had my attention directed to the subject and have no suggestions to offer.

By Mr. Bury:

Q. Your coal is bituminous coal and therefore would be available for domestic purposes or could be coked?—A. You could burn Minto coal; it is a perfectly good burning coal for boiler use, but for a community that has been accustomed to anthracite coal you had better give them coke than attempt to get them to burn a gaseous coal under conditions perhaps not suited.

Q. You suggest a fifty cent duty on American coal coming in; that is practically ear-marking that and applying it as kind of a subsidy or aid towards the Maritime freight rates. Would the effect of that be this in so far as it was effectual to put the Maritime coal on the market and house the American coal, you would be getting a subsidy? Would the effect not be that you would be getting a subsidy and would be ousting the American coal from the particular area?—A. There would be no subsidy to the owners.

Q. I am not talking about a subsidy to the mine-owners.—A. You mean a fund out of which the subsidy is paid?

Q. Yes.—A. Yes.

By Mr. Armstrong:

Q. Mr. Baxter, you said if the reduction in rates on the railways would amount to fifty cents a ton you would be able to compete in the city of Montreal. Might I ask what efforts you have put forth to secure that rate on the railways, if any?—A. I do not know what the mine-owners have done. I assume they have done all that is possible. I got my information from them. I asked them what concession would be necessary to enable them to compete and they assured me they would compete with that assistance.

By Mr. Cantley:

Q. Are the Minto collieries on the Canadian Pacific line?—A. On both lines; some mines respond to one and some to the other.

Q. I understood you to say that the C.P.R. were not buying any coal from the Minto collieries.—A. They are buying some.

Q. How much?—A. I do not know how much; I have not got the figures.

Q. What are the facts in regard to the Canadian National?—A. The Canadian National line has an exclusive contract; they use partly Nova Scotia and partly Minto.

Q. They are not importing any coal into the Maritimes?—A. No.

Q. Do you know the ouput per man of the Minto mine?—A. No, I know none of those details.

Q. Or the cost?—A. All I know is, it has cost the province of New Brunswick somewhere between $2,000 and $5,000. As you are aware the men were complaining of conditions and wages and we had to appoint a commission to investigate and I have no doubt the commission obtained valuable information of that character.

By Mr. Armstrong:

Q. You could produce much larger quantities of coal?—A. Undoubtedly.

By Mr. Howden:

Q. Would the Maritime people be willing to pay an extra fifty cents to cover the duty on their own coal?—A. They probably would have to, because the whole history of the thing is, the nearer the pit mouth you get the more you pay. I know we pay more in St. John for Nova Scotia coal than from remote points.

Q. I am afraid we would have quite a holler from Ontario.—A. I do not think so.

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By the Chairman:

Q. Is there any possibility of reducing the cost of production?—A. I cannot say; I would not think so. You cannot grind labour down much more than it is ground down now.

Q. Is the production of coal in the Maritime provinces increasing? Has there not been a considerable increase?—A. There has been a decrease in the Minto field. I cannot give actual statistics.

By Mr. Armstrong:

Q. How many men are there employed there?—A. In Minto?
Q. Yes?—A. I cannot say; several hundred.

By Mr. Bury:

Q. The evidence of the commission, Mr. Baxter, would give us that?—A. I presume it would. They had very liberal powers and had costs and everything.

By the Chairman:

Q. The figures could be obtained in the report?—A. I think so.

By Mr. Armstrong:

Q. There is no question, Mr. Baxter, that you, as Premier of the province, would be very glad to co-operate with any proposition that would help the industry in the east and in the west?—A. I beg your pardon?

Q. There is no doubt you would be glad to co-operate with any proposition that would materially help to develop the coal industry in the eastern provinces as well as in the west?—A. Most certainly. Our viewpoint is this, that the fuel proposition is purely a Canadian one and it is just as wide as the Dominion of Canada and that assistance is needed both in the east and west in order to get the maximum of development. It is only a question of properly applying that assistance.

The CHAIRMAN: But your Province would be quite willing to co-operate with the Federal Government?

Hon. Mr. BAXTER: If you mean by that, would my Province be willing to spend more money, I tell you we have not got it to spend; we are coming here to try and get more. We cannot pay our own bills at present.

The CHAIRMAN: Now, we have Mr. Douglas from Nova Scotia. We would like to hear any suggestions from Mr. Douglas.

Hon. Mr. DOUGLAS: I have no desire to make any extended remarks. Mr. Rhodes, the Premier, is sorry that he was unable to be present this afternoon. He asked me to come and give this message to your Committee; that we would be very glad to send up our Minister of Mines and Deputy Minister of Mines sometime next week, if it would be agreeable to your Committee, to give you such detailed information from the standpoint of Nova Scotia as you may require. You already have had Nova Scotia's case in printed form, or at least the previous Fuel Commissions have had it and have given it consideration, I have no doubt, when they were preparing their findings. It is only right that you should have Nova Scotia's case afresh before you.

I may say that in the sessions that the Provincial Premiers have been holding within the last few days, they have declared on three points.

The first is: That the time is ripe when we should carry out, or endeavour to bring about a real national policy as far as fuel is concerned. "Canadian Coal for Canadian Consumption." To do that there were two main proposals suggested. One was to change the character of the coal to coke in order that it

might take the place of the American anthracite in Central Ontario, and the other was in reference to the freight rates.

My understanding of the freight rate question is not exactly as stated by Premier Baxter, but it is along somewhat similar lines.

The subvention that has existed, as I apprehend it, is that there was a rebate of one-fifth of a cent per ton mile on all coal shipped to points west of Riviere du Loup; it did not apply to any coal at any Eastern point but became effective to coal shipped west of Riviere du Loup.

Hon. Mr. FERGUSON: That is a matter of record; there cannot be any dispute about that.

Hon. Mr. DOUGLAS: Yes. But from the Nova Scotia standpoint I may say that this subvention has worked out so well that 100,000 tons of Nova Scotia coal has gone into territories where Nova Scotia coal was not sent. From a Nova Scotia standpoint, however, the rate of 50 cents, which was the maximum that could be paid per ton on any coal shipped west by virtue of this subvention, we feel that we could market a very much larger quantity west of this point if the rate were made 75 cents to a dollar per ton. Furthermore, this subvention applies only to rail coal, coal shipped on the railways. It is felt in Nova Scotia if the same subvention was applied to coal transhipped from boats at Montreal to boats of a smaller tonnage, that then a great deal of coal might be shipped by way of water from Montreal up the lakes.

In addition, this subvention does not apply to coal sold to the railways, and as a consequence the quantity of coal was not utilized by the railways west of this point that might have been.

Hon. Mr. FERGUSON: I think you said at the Conference your total output was about six million tons normally; it has fallen off recently. What proportion of that goes to the railways?

Hon. Mr. DOUGLAS: This year about a million and a half tons of Nova Scotia coal will go to the railways.

Hon. Mr. FERGUSON: You get nothing in the way of assistance. How far does this subvention go; is it for coal carried anywhere or coal that is carried beyond the confines of your own Province?

Hon. Mr. DOUGLAS: Coal carried beyond Riviere du Loup on the railway. Riviere du Loup is the point where it begins to apply. We state it should apply to railway coal equally with the other coal, and we further state that it should apply to coal transhipped into boats west of that point, say, at Montreal, so that when it is put in smaller boats it would apply to them.

Mr. BURY: You are not claiming extension to points east of Riviere du Loup?

Hon. Mr. DOUGLAS: No, not at all.

The CHAIRMAN: The moment the competition from American coal ceases?

Hon. Mr. DOUGLAS: Yes. We get into the competitive field west of Riviere du Loup.

The CHAIRMAN: How far have you been able to ship your coal west, Mr. Douglas, with the subvention from the Government, west of Montreal?

Hon. Mr. DOUGLAS: I cannot give you the point, but on the line up to Northern Ontario we have gone a certain mileage farther than we ever did before. There is a certain point when it comes into immediate competition with the American coal, and there it stops.

Hon. Mr. FERGUSON: I think in the central portions they have got about 150 miles, say, into Ontario from Montreal, and in the Northern portions they have got beyond that.

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Hon. Mr. DOUGLAS: It just moves the competitive point with the American coal so much farther west; for every cent of subvention it moves a point farther west.

Mr. ARMSTRONG: This morning we had Mr. Cuttle of the Canada Steamship Lines before the Committee and he gave us to understand that he would be willing to quote a rate from Montreal to Toronto and Hamilton, for instance, of 70 cents per ton, if I remember rightly. This did not include unloading at Montreal from the large boats that come from your Province, of the unloading at Toronto or Hamilton. Would that rate assist materially in delivering coal to these two cities?

Hon. Mr. DOUGLAS: It certainly would; the question of the rate and the treatment and the conditions under which transfer is made. It works out this way; with the 12,000 or 14,000 ton boats that are used now in carrying coal from Nova Scotia to Montreal coal is being carried there at approximately 50 cents a ton.

The CHAIRMAN: Alongside at Montreal?

Hon. Mr. DOUGLAS: Alongside at Montreal. There have been lower rates than that and there have been higher.

Mr. ARMSTRONG: Well, the actual charges, at that rate, would not exceed, say, $1.25 per ton, not including loading and unloading. Now, loading and unloading facilities that we have had placed before us, by men who have already appeared before the Committee, go to show that coal can be loaded for a very few cents a ton, say, five to eight cents a ton, while it can be unloaded at even less than that. What do you think of that proposition? Could you not operate within that price, I mean with that price and carry coal to Toronto and Hamilton?

Hon. Mr. FERGUSON: I gathered from Mr. Douglas that $6.55 was the price of your coal delivered in Montreal, was not it, for consumption purposes?

Mr. ARMSTRONG: The representative from the mines at Nova Scotia gave us to understand that he was willing, if there was a large volume of coal delivered at Montreal, that he would agree to deliver it there at $5 a ton.

Hon. Mr. FERGUSON: I was just taking the figures Mr. Douglas gave us at our Conference. 55 cents for transportation and $6 must be for the coal. Unless the coal can be produced in Nova Scotia at less than $5, for consumption in Ontario I see no future for it.

Mr. ARMSTRONG: This man definitely stated he was willing to undertake a $5 per ton proposition if the volume was sufficient.

Hon. Mr. FERGUSON: That is mass production?

Mr. ARMSTRONG: Mass production. Then, take for instance, the grain boats that carry grain down to Montreal. They go back, or most of them go back light. Why cannot they carry coal to advantage?

Hon. Mr. FERGUSON: The point with me, Mr. Armstrong, it is not the transportation; that is not prohibitive in regard to Nova Scotia coal so far as Montreal is concerned; it is the cost of the coal itself. I do not think you can sell that in Ontario on that basis.

The CHAIRMAN: In competition with American coal.

Hon. Mr. FERGUSON: Yes.

Mr. ARMSTRONG: It is hardly fair to continue with that as a comparison, because we had the manager of the mines here before the Committee and he gave us to understand he was willing to make a $5 rate at Montreal for that coal if taken in volume.

Hon. Mr. DOUGLAS: You must have misunderstood my statement, because Nova Scotia coal is running now about $3.50, cost of the coal at the pit mouth or on board ship.

Hon. Mr. FERGUSON: Then $6.55; $3.50 for the coal and 55 cents for transportation, where does the balance go?

Mr. CANTLEY: As a matter of fact the Canadian National Railway are having something like 650,000 tons of coal delivered on the St. Lawrence. The price of that coal delivered on the docks at Montreal and Quebec is $5.25. Now, coal has been brought up to Montreal from Cape Breton in pre-war days for 50 cents. It cannot be brought up to-day at that price because freights are practically doubled, the cost of everything that is embraced in freighting is practically doubled. I put some figures on paper and submitted them, you remember, to the witness this forenoon, Mr. Cuttle. We practically agreed as to the costs.

Hon. Mr. FERGUSON: In other words, you say, "We can give you coal at $5 on the St. Lawrence. It costs us a dollar to transport that." That means four dollars for the coal. That agrees exactly with what they charged us in Alberta for coal, F.O.B. $4.

The CHAIRMAN: That is the price quoted to you by the mines?

Hon. Mr. FERGUSON: That is what Ontario has been paying formerly—that has been brought down from Alberta—$4 F.O.B.

Mr. CANTLEY: With the figures that Mr. Cuttle gave us as to possible transportation costs between Montreal and Toronto—we figured it out—the total freight from Cape Breton points to Toronto would be $1.75. Now, Mr. Wolvin suggested that to meet the C.P.R. he was willing to shade the price paid by the Canadian National, to some small extent, if they would buy. You remember the evidence?

The CHAIRMAN: I remember the evidence.

Mr. CANTLEY: Mr. Britt said the Maritime Provinces coal was not worth within 25 per cent of American coal.

Hon. Mr. FERGUSON: Then to get down to this again, to put it in practical shape; $4 for production and $1.75 for transportation to Toronto, means you transport coal from Nova Scotia to Toronto at $5.75. If you can do that you can make the market, on those figures.

Mr. CANTLEY: There is nothing left for the collier. The cost of production is four dollars, and $1.75; there is nothing left for anybody except the transportation company and the buyer.

Hon. Mr. FERGUSON: I am speaking of the West where we actually buy coal at four dollars, produced and laid on the trains. That takes care of your colliery and miner and everybody else.

Mr. CANTLEY: You have American coal produced at one-half what we can do it in the Maritime Provinces.

Hon. Mr. FERGUSON: If we wish to get the trade away from the American coal fields we have to bridge that difference.

The CHAIRMAN: And the price of coal could not be raised without affecting your industries?

Hon. Mr. FERGUSON: Absolutely. Of course the governing costs up there is the Hydro rates, that is a more or less levelling factor.

Mr. ARMSTRONG: Have you any suggestion to make, in regard to the revising of the Fuel Board, making it more of a national character?

Hon. Mr. DOUGLAS: No, I have not.

Mr. BURY: Is there any report of the Conference; is there any report of the recommendations of the Conference obtainable?

Hon. Mr. FERGUSON: Yes, it will be printed and distributed.

Mr. BURY: I would be glad to get that.

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Hon. Mr. FERGUSON: It is only the conclusions that are to be in the report.

Mr. BURY: The evidence is not reported?

Hon. Mr. FERGUSON: We did not take evidence the way you are taking it.

The CHAIRMAN: You are having the Report printed and it will be distributed?

Mr. BURY: Do you know when that will be available, Mr. Ferguson?

Hon. Mr. FERGUSON: If it were of any value you could have it available any time.

Hon. Mr. BAXTER: It is only opinion.

Mr. ARMSTRONG: Have you any suggestions in regard to the Anti-Dumping Law, in regard to the exporters of United States coal?

Hon. Mr. DOUGLAS: I think that was very well covered by Mr. Baxter.

The CHAIRMAN: Mr. Ferguson, we would like to hear from you, what your experience has been in Ontario with the handling of Alberta coal. You have had several large shipments?

Hon. Mr. FERGUSON: I can tell you in a very few words. I think two years ago last fall—in the fall of 1924, if my recollection is right—by arrangement with the National Railway, they brought down to us some 6,000 or 8,000 tons of Alberta coal of a very good quality. We distributed that amongst 80 odd points throughout the province, trying to diversify the use of it, so we would get a very general view of its utility.

The CHAIRMAN: How far north, Mr. Ferguson, did you distribute that?

Hon. Mr. FERGUSON: We went up north as far as Timmins, and into that country. It was dropped off while being brought down. It gave a great deal of satisfaction. It was brought at the seven dollar rate, which enabled our people to buy it in competition with American coal. The factor, and the ash, and all that sort of thing, were very very satisfactory, as far as quality was concerned. We burned it in hotels, in lumber camps, and in private houses, and under a great variety of conditions. Since then, I think perhaps all told, on two or three occasions, there have been 50,000 tons more brought down.

Mr. BURY: 75,000.

Hon. Mr. FERGUSON: I think 75,000 was provided for, but I don't think it all came.

Mr. BURY: Yes, it did.

Hon. Mr. FERGUSON: Well, whatever it was, it was a reasonably substantial amount. This spring we distributed that over about 240 to 260 points—a very wide distribution. The verdict, generally speaking, was universally satisfactory. The condition under which it came was that the Alberta government should inspect and approve the quantity, and it was shipped to the order of the provincial government in Ontario, and we took care of the freight and that sort of thing; in other words, the two governments acted as the agents. In that way, we were able to protect the people, by saying they should not buy from anybody excepting someone who was acting as a government agent. It gave a great deal of satisfaction.

Then the problem came up of the transportation cost, and Sir Henry Thornton took the position that they could not carry it at seven dollars. Two years ago, just about now, our government, feeling that the thing was vital to us, undertook an investigation of transportation costs—out of pocket costs. We retained an actuary and a couple of lawyers. They seemed to be a necessity, and you cannot get rid of them, someway—

Mr. BURY: If you want the work well done.

Hon. Mr. FERGUSON: If you want it well done. We wanted a rate expert, and realizing that it was difficult to get one in Canada who was not allied to one company or the other, we had to go to Chicago, and we secured a man who was very highly recommended; perhaps you may know him, Mr. Oliver. After going into the matter pretty carefully, they made a report to us that out of pocket cost on coal transportation from Alberta to Ontario was approximately seven dollars—I think $7.04—to take care of the out of pocket cost under present conditions. Now, our view was this, as somebody has said here, that if you had quantity production, mass production, and the coal-fields of Alberta instead of producing 1,000,000 or 2,000,000 tons per year, would produce 5,000,000 or 6,000,000, it would reduce the overhead in the cost of coal at the source of supply, and that would inure to the advantage of the consumer. If the railways had more of their rolling stock in use, and during seasonal periods when it was not actually being used, during the winter, that coal could be brought down here, they could afford to keep that rolling stock busy almost at overhead cost and altogether, from a seasonal standpoint, increased production and that seasonal transportation would combine to enable us to get that coal down here at a price which we could pay in Ontario, and make use of it. The quality is there; apparently the supply is there; apparently the whole difficulty is to get it down to the kitchen stoves.

As a result of this organization and inquiry, we applied, as perhaps you know, to the Railway Commission, and there was a hearing some time in April last—I think the 15th or the 16th of April—the application being that they should furnish us with certain information which would enable us to carry further our inquiry, to be more accurate and certain of our position. An order was made that there should be production of this information. It will take some time to get it ready; it will take a further period to investigate it and to make a reply, but I anticipate that the situation now is that perhaps this fall, by September or October, we will have a hearing before the Commission where the whole situation will be developed by counsel, after a careful inquiry. That is the position we are in, so far as our undertaking, and our dealing with the Alberta coal problems are concerned, up to the present moment. I would like to repeat that the coal is eminently satisfactory to us.

The CHAIRMAN: Was there any difficulty about shipping? Was it degraded by shipping?

Hon. Mr. FERGUSON: No, the disintegration is very slight. If you get a good quality from close to the foothills, like the Saunders Creek coal, and the Drumheller coal, it is a very good quality, and will burn with great satisfaction, with a minimum of clinkers and ash, and a very high standard of thermo quality, which makes it a very desirable coal.

We buy in Ontario, I think, about three million tons of anthracite for domestic purposes, and about ten million or twelve million tons of other coals for other purposes. That is a huge amount of fuel. If there is any way that money can be retained in Canadian channels, it will be of tremendous value to the Dominion of Canada, because when we send it down to Pennsylvania, we do not get a blankety-blank cent of it back unless we go down after it. It is our idea to retain our own money in the Dominion, and we are exceedingly anxious in Ontario to trade with the east and west. May I say this—not by way of boasting—that perhaps the two central provinces of Ontario and Quebec, in contributions, pay eighty per cent, or eighty-five per cent of the cost of government, and any losses in freight rates which will be charged to the Consolidated Fund of the Dominion, will have to be repaid, from eighty to eighty-five per cent, by us. Our people of Ontario, for the sake of getting Dominion fuel, and the development of Dominion interests, would cheerfully bear our portion of that extra cost, whatever it would be. There would be no difficulty about that, so far

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as our feeling or attitude is concerned. So far as the general working out of the problem is concerned, that is, to my mind, more or less of a technical problem, for the traffic men and the coal men to work out.

The CHAIRMAN: It all resolves itself into a question of transportation?

Hon. Mr. FERGUSON: Yes.

Mr. BURY: We have been considering the question here in the committee of water transportation to Ontario, to points like Toronto particularly, from the head of the lakes, and we had some evidence given on that to-day. Would the Ontario government be prepared, for instance, to set up coal unloading facilities in Toronto, provided it reduced itself to water transportation?

Hon. Mr. FERGUSON: I do not think that question would ever come up. If you can develop the trade, the coal men in Toronto, with whom I have dicussed this, will provide the facilities. There will be no trouble at all, in unloading either at Fort William or Toronto. The question will never be raised as to who shall do it.

The CHAIRMAN: If the quantity of coal is provided, they will provide the facilities?

Hon. Mr. FERGUSON: Yes.

Mr. ARMSTRONG: Is nine dollars per ton the best rate the railroad has offered you?

Hon. Mr. FERGUSON: Yes. I did not intend to discuss this, but we reached more or less of an impasse with the railways. They said we should pay nine dollars, and if there was any margin, they would pay us back.

Mr. CANTLEY: One second, before you leave that; my understanding is that you asked for a seven dollar rate, and finally the province of Alberta said "If the rate exceeds seven dollars, by one dollar, we will pay the dollar," and the province of Ontario said "If the rate exceeds eight dollars, and is up to nine dollars, we will pay the second dollar."

Hon. Mr. FERGUSON: That is the first I ever heard of that.

Mr. CANTLEY: Let me finish my story. I may not be correct, but that is the understanding I have. The outcome of it was that the Railway Department never submitted any cost sheets, showing that it cost them more than seven dollars to bring that coal down, and did not make any claim for any surplus guaranteed by both the Alberta and Ontario governments. I don't think there is any doubt about the arrangement—

Hon. Mr. FERGUSON: You say they did not make any claim?

Mr. CANTLEY: Yes.

Hon. Mr. FERGUSON: I fancy you have not seen the correspondence.

Mr. CANTLEY: I was told they made no claim.

Hon. Mr. FERGUSON: It was carried on with me directly. If I may, I would like to say a word about that. There is no dispute about it. It is a matter of record.

Mr. CANTLEY: We will be glad to have the facts, because that is the representation that was made to me.

Hon. Mr. FERGUSON: The railways were urging that we should pay more than seven dollars, and I had some correspondence with the Prime Minister, Mr. King, about it. My recollection of it is this; that some time in March, I wired him as a result of some overtures we had, saying that the province of Ontario and the province of Alberta—and this was after communicating with Mr. Brownlee—were prepared each to bear one-third, if the Dominion Government would undertake to bear one-third of any excess in cost over seven dollars.

The CHAIRMAN: That is, the Dominion Government, the province of Ontario, and the province of Alberta?

Hon. Mr. FERGUSON: Yes. The reply that came was that the railways insisted upon a payment of nine dollars as a minimum charge, and if there was any excess in that above the actual cost, they would return the excess to us.

The CHAIRMAN: The excess over nine dollars?

Hon. Mr. FERGUSON: Over seven dollars. If it only cost us seven dollars, they would send us back the two dollars. That was the position, which was taken; that is all of record in telegrams between the Prime Minister and myself. I am not sure whether or not Sir Henry Thornton was not in on it, but it is all a matter of record. We took the position, and the province of Alberta as well, that the provinces were not responsible for it, but we guaranteed it, because any more than the seven dollars would be paid in proportion, and that is my recollection of it at the moment. Of course, that is subject to verification, but my recollection is that the Prime Minister, Mr. King, approved of that arrangement by way of telegram, and then the railway said very emphatically and very definitely "No"; you can pay us the higher amount, and if it costs less, we will give it back to you.

Mr. CANTLEY: My reference is to the coal depreciating. Take for instance Cape Breton coal, distribute it as far west as Toronto. The Harbour dues in Montreal are seven and a half cents a ton, and we were told here by two witnesses what the harbour dues were in Toronto.

Hon. Mr. FERGUSON: I cannot give you any information as to what the harbour dues are in Toronto. That is entirely dealt with by the Harbour Commission.

Mr. CANTLEY: The harbour dues are an important factor.

Mr. ARMSTRONG: Mr. Ferguson, taking that $9 rate, as definite from the railways, we had Mr. Vaughan here before us, and I asked him if the railways would take a portion of that $9 rate, which would carry the coal from the Alberta mines to the head of the Lakes. That is $5.40 in round figures, in proportion to the mileage. He said they would. I am merely putting this to you as a propostion. Mr. Vaughan said they would accept that rate. We had to-day a Mr. Cuttle before us; he is at the head of the Transportation end of the Canada Steamship Lines. This gentleman said that if the province of Ontario would agree to accept 500,000 tons of Alberta coal, he would carry that coal from Port Arthur and Fort William and deliver it to any port on Lake Huron, or a Georgian Bay port, or at Point Edward, at the entrance to the waters of the River St. Clair, for fifty cents a ton. And in addition to that, he would carry the coal, for five cents more, down to say Wallaceburg and Windsor, and on to Lake Erie ports for about the same. And if the Welland Canal were deepened to the depth that it is supposed to be deepened, they would carry that Alberta coal to Hamilton and Toronto for a very few cents more. Now with a proposition like that, would you as Premier of the Province of Ontario, seriously consider a proposition to take 500,000 tons of Alberta coal?

Hon. Mr. FERGUSON: Mr. Armstrong, you would find the province of Alberta would be delighted to get orders from Ontario for 500,000 tons. They are the selling agents.

The CHAIRMAN: But your figures did not include the cost of loading and unloading.

Mr. ARMSTRONG: That figure of fifty cents did not include the cost of loading, but it did include the cost of unloading, because the transportation company said they would expend $800,000 in equipping their boats with self-unloaders that would unload a boat in a few hours. He said this morning that with proper loading facilities, a boat could be loaded at eight cents per ton.

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I am in a position to place before the Committee to-morrow, sufficient evidence to show that it can be loaded for less than half of that, with proper loading facilities. Now, with these conditions facing us, would you be prepared to seriously consider a proposition of that kind?

Hon. Mr. FERGUSON: We would be prepared and delighted to assist the province of Alberta in trying to introduce their coal into Ontario, and to dispose of it there, to the amount of half a million or a million tons of coal. But, we cannot do it unless the province of Alberta will undertake to produce coal of proper quality.

Mr. ARMSTRONG: Then we come to another question that I want to ask you. Mr. Vaughan of the C.N.R. gave evidence to this Committee the other day, to the effect that he does not allow a car of coal to come from any mine in the province of Alberta without its being inspected by the inspector appointed by the C.N.R. Railway company. Would you, as Prime Minister of Ontario, consider the appointing of inspectors whose duties would be to be placed at the mines in the same way that the C.N.R. Railway place their inspectors at the mines in Alberta to see that the coal is properly graded and inspected before it leaves the mine?

Hon. Mr. FERGUSON: I take it, Mr. Armstrong, that that would be a function of the province of Alberta. If they want to sell their coal, they should give a proper quality, bulk and grading and proper approval, and our understanding with them when we went into it was that they should approve of every pound of coal that was shipped. It should be their inspection, and their certificate should be given. It would be a difficult proposition for the province of Ontario to send inspectors, who would have no authority whatever in the province of Alberta, to check up cars of coal.

Mr. ARMSTRONG: I am taking into consideration the fact that the province of Alberta would co-operate in that inspection.

Hon. Mr. FERGUSON: There is an old maxim of "Caveat emptor" that I would expect to see in operation. If I am going to buy coal I think I am interested in seeing the quality and the man who vends his stuff should be prepared to guarantee the quality of the article, otherwise, I could not buy it.

Mr. ARMSTRONG: I may say now, from the information I have received from reliable sources, that I think the best way for you to protect the people of Ontario, who would like to consume Alberta coal, would be to obtain from the province of Alberta the right to place inspectors in those mines, in the same way that the C.N.R. are doing.

Hon. Mr. FERGUSON: I suppose on that basis, we ought to have inspectors in the canneries of British Columbia, to see that we do not get bad salmon, and so forth. The province of Ontario could not go the length of protecting the individual purchaser on the basis of quality. We assume that our people have some judgment and ability to judge for themselves what coal they will buy.

Mr. ARMSTRONG: That would protect the consumer as far as the quality is concerned. Then as far as the distribution is concerned?

Hon. Mr. FERGUSON: Do not you think that the reasonable thing would be to say to the Alberta Government; "You are vitally interested in this product; now, you must guarantee the quality of the product, if you are going to sell it to other people, and we will accept the inspection of Alberta, that you will give us nothing but what is good." There was perhaps a little more than that and owing to the rush of things, I may not be perfectly exact, but generally speaking, that was the position.

Mr. ARMSTRONG: We have asked Mr. Cantley to prepare a map showing the section of Alberta from which the very best quality of domestic coal can

be obtained, and submit that to us at a later date. Would you care to investigate that end of it?

Hon. Mr. FERGUSON: I would not only care to, but I would probably desire to go out there myself and pick up what information I could in a personal way. I discussed it with the mine operators, and the provincial Government two years ago, to try and secure a guarantee of quality to the people of Ontario, and I would be glad of any information of that kind that would be of assistance, and that would be valuable assistance to us.

Mr. ARMSTRONG: Have you any suggestion that you would make as to a National Fuel Board?

Hon. Mr. FERGUSON: I do not know anything about that. I think we should have a national fuel policy, but how to operate it is a question of policy for the Government, and I am not here to advise the Government, and I do not suppose they would accept my advice.

Mr. ARMSTRONG: Well, I am going to ask you the same questions that I asked the other gentleman. If you have any suggestions along the line of making use of the anti-dumping law, or putting an end to the importation of coke from the United States?

Hon. Mr. FERGUSON: If I ever come to the Dominion House—I do not think I ever will—I will be glad to give the Government the benefit of my views on Dominion policy.

Mr. BURY: As Colonel Cantley has left the room, reverting to the old arrangement with Alberta, it was that the C.N.R. would ship at a $7 freight rate, with a check-up by the province and the payment of anything in excess of $7; the payment of anything in the way of operating costs over the $7, subject to that check-up.

Hon. Mr. FERGUSON: I do not think I understand your question.

Mr. BURY: The original arrangement was that the railway company was to get $7 plus whatever it cost them over the $7, and that excess was to be determined by a check-up.

Hon. Mr. FERGUSON: I happened to make the arrangement myself with Sir Henry Thornton down here in the Chateau Laurier. The original arrangement was to pay a flat $7 to try out this, and he was as much interested as I was apparently in trying to develop a Canadian fuel policy. That was flat $7. There was never any question of excess over the $7 until this spring.

Mr. BURY: Was there not to be a check-up of the operating costs by the province?

Hon. Mr. FERGUSON: Yes, but that was with a view of some day going before the Railway Board, and making out a case for a lower freight rate on coal, and we were checking up the actual out-of-pocket costs of carrying coal. There were various factors to be considered; for instance, the returned empty cars, going back. There is a charge made the same as if they were hauled back as full cars.

Mr. BURY: A hundred per cent, I think, they charge.

Hon. Mr. FERGUSON: In the national development of our coal reserves, we should be prepared, right to an absolute minimum to state the out-of-pocket expense.

Mr. GARLAND (Bow River): Why was not that checked up?

Hon. Mr. FERGUSON: What happened was this, Mr. Garland. As I said a moment ago, we retained counsel and created an organization and we understood, rightly or wrongly that we were to have an opportunity of discussing with them the methods of keeping track of the costs of what was properly chargeable as the out-of-pocket expenses, eliminating certain charges, such as

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I have mentioned. Evidently, there was some misunderstanding about it, because when it came to the point that we wanted to check up, we understood that they had agreed to keep track of their costs, and keep their books in accordance with certain principles we had laid down, but they declined to do it. That is the Canadian National Railways. Why, I do not know.

Mr. FLEMMING: You said you made an investigation in respect of the cost of conveying Alberta coal, and had figured it at a little in excess of $7?

Hon. Mr. FERGUSON: Yes.

Mr. FLEMMING: In reaching that conclusion did you take, or did your experts, take into consideration all overhead charges, and, first, actual haulage costs?

Hon. Mr. FERGUSON: I cannot discuss the detail of that with you. After having the widest possible authority to make an enquiry, and to take into account any factor that they thought bore upon the problem, or influenced it in any way, they were to make a report, in which they said they had considered every conceivable phase of the situation, and it was their belief that the amount required was $7.06. That report is available, for what it is worth.

Mr. FLEMMING: That would be exceedingly valuable information, if we can get it.

Hon. Mr. FERGUSON: I have no doubt you can have the people here who made the investigation for us. I am not an expert and can not give you details of the report, but you can have Mr. Oliver here.

Mr. GARLAND: Where is Mr. Oliver?

Hon. Mr. FERGUSON: He is a Chicago man.

Mr. GARLAND: Did not he appear before the Board of Railway Commissioners, on your behalf?

Hon. Mr. FERGUSON: I do not know.

Mr. GARLAND: You know that counsel was retained to appear before the Board of Railway Commissioners?

Hon. Mr. FERGUSON: We had two counsel retained, and a traffic expert. Mr. Oliver was really the expert man. A record of the costs, etc., will be there.

Mr. GARLAND: Mr. Oliver was there?

Hon. Mr. FERGUSON: Yes.

Mr. ARMSTRONG: Just one other word in regard to lake and rail. I know you are anxious to get away, and we appreciate, more than we can tell, your coming and all the rest of the gentlemen. This morning we had before us a representative of the Canada Steamship Company, who said he was willing to undertake to make a test case, or a test of several shipments. I put the proposition to him that at Duluth there is, at the present time, an up-to-date dumping machine, standing idle, owing to a story which I am not at present able to divulge, and which is available, for use in unloading coal from the cars into the boat, and we could make several tests in that way, at different points on the lakes. You would approve of that and would be glad to assist, I am sure.

Hon. Mr. FERGUSON: Oh yes, I would be very glad indeed. I fancy one of the difficulties would perhaps be—I should not say this—

The CHAIRMAN: Yes, that is what we are here for.

Hon. Mr. FERGUSON: If you are going to have a very low rate for the carrying of coal into Fort William, then you will have pressure brought from Manitoba and Saskatchewan to get a reduction in the cost of hauling coal to those Provinces.

Mr. ARMSTRONG: I am merely telling you that the $5.40 rate will not, in any way, interfere.

Hon. Mr. FERGUSON: If you can get us coal, any way, that will compete, so that people can buy coal in competition with American coal, all the Ontario purchasers of fuel will buy the Alberta or Nova Scotia coal. If you are able to do that, this Committee will have done the biggest thing for the country.

Mr. ARMSTRONG: I think these gentlemen are anxious to get away.

The CHAIRMAN: The Hon. Mr. Craig, the Attorney General of Manitoba, is here, and we would like to hear from him.

Hon. R. W. CRAIG (Attorney General of Manitoba): Mr. Chairman, I did not come here to say anything, except to acknowledge the courtesy extended to the Conference by the Committee, and to say, as representing a consuming Province, rather than a producing Province, that anything that would accomplish the object of this Committee would meet with the utmost co-operation on the part of the Province of Manitoba.

I do not think that this particular feature of the matter has come before the Committee already. If it has, I can only confirm it. In the Province of Manitoba, the mind of the consumer of coal has undergone a complete change in the last ten years, which has been brought about by the war, because before the war we were receiving practically no Alberta coal, and during the war we had to resort to soft coal. To-day, by virtue of the activity of the Government of Manitoba, principally, the situation has completely changed. I think that Alberta coal has almost altogether supplanted all the other coal supply in Manitoba.

It is true that American anthracite coal is used to some extent, still. The Alberta Government undertook a very active campaign, both by education and actual demonstration in the City of Winnipeg. This demonstration was conducted by agents of the Government and it has completely removed all prejudice that existed, and actual experience has shown their effort to be completely justified, and their aim realized.

I can only say, insofar as Manitoba is concerned, that as a consuming Province, we will certainly do everything we can to insure, by whatever co-operation we can extend, the adoption of what has been called "National Fuel Policy," which would be to the benefit of the whole of Canada.

Mr. Douglas has suggested that I read a statement prepared by the Conference in connection with this. (Reads):

"CONFERENCE OF PROVINCIAL PREMIERS

Fuel Production and Distribution

At the conclusion of the discussion, on the motion of the Hon. Mr. Douglas, seconded by the Hon. Mr. Gardiner—It was resolved—

This Conference recognizing that the coal fields of the Dominion are capable of producing ample fuel for its domestic and industrial purposes, that Canada imports annually 15,000,000 tons of coal at a cost to our people of many millions, and that the national interests demand that the coal industry should be stabilized and further developed to ensure the use of the Canadian product, is of opinion that the Government of Canada should take immediate steps to ensure the establishment of coking plants in the large centres of population, and the adoption of such other measures by the Dominion as will enable Canadian coals to be marketed in the central parts of Canada, thus aiding in the development of inter-provincial trade and utilizing to the fullest possible extent one of our most important natural resources."

May I just add, Mr. Chairman, this, from the standpoint of Manitoba? Some years ago, by co-operation of the Saskatchewan and Manitoba Govern-

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ments, and with the assistance of the Dominion Government, quite a large sum was expended in the experimenting, at Bienfait, of briquetting lignite coal of Saskatchewan. Doctor Camsell will give the Committee the result of those experiments.

Mr. ARMSTRONG: Mr. Craig, it is not many years since large quantities of American anthracite coal was brought to Winnipeg by lake and rail. Have you any idea what it cost to carry that coal from the Lake Erie ports to Winnipeg?

Hon. Mr. CRAIG: No, I have no knowledge of the details.

Mr. ARMSTRONG: We have had representatives here who said the cost by lake was only about 35 cents, if I remember rightly, from Lake Erie ports to Port Arthur and Fort William. You have no knowledge about that?

Hon. Mr. CRAIG: No, except this. I think it was the custom of the trade to bring in their coal supplies to the head of the lake, at Fort William and Port Arthur, during the period of lake transportation, and then move it in the winter months.

Mr. ARMSTRONG: In fact, a representative of the Canada Steamship lines said this morning that the cost was 37 cents, if I remember rightly.

Hon. Mr. CRAIG: I have no knowledge of it.

Mr. ARMSTRONG: However, what I want to ask you in particular is this: with the opportunity of investigating which I have had, I understand that this has only been within the last few years, that Manitoba has been using Alberta coal as the bulk of the coal used in the City of Winnipeg.

Hon. Mr. CRAIG: That is correct.

Mr. ARMSTRONG: Previous to that, you had considerable trouble, did you not, with Alberta coal?

Hon. Mr. CRAIG: Well, we had considerable trouble; we had not had much experience with Alberta coal.

Mr. ARMSTRONG: The City of Winnipeg had serious difficulties up to within the last year or two in the handling of Alberta coal, owing to the fact that they were using different grades and standards of coal. Is not that a fact?

Hon. Mr. CRAIG: Yes, that has been so to some extent. That has been largely cured by business competition. I may say that I have burned Drumheller and Saunders Creek coal, principally, in my own furnace. Sometimes, in the severe winter months, I have burned American anthracite coal. The Alberta coal successfully competes with the anthracite coal.

Mr. ARMSTRONG: That is all right for a man like you who knows exactly what he is doing, but the average citizen is not in that position, in the City of Winnipeg.

Mr. HOWDEN: These coals are all sold under title.

Hon. Mr. CRAIG: We have to rely on the coal dealers, and they have to protect their own reputation, which keeps the customer straight.

Mr. ARMSTRONG: I can only say that if the coal shippers are allowed perfect freedom in regard to the shipment of coal from Alberta into the Province of Ontario, we will get into a serious proposition.

Hon. Mr. CRAIG: We, in Manitoba, have never known the necessity for inspection at the pit-mouth.

Mr. ARMSTRONG: There are only certain districts from which you receive your coal, in the City of Winnipeg. Is not that a fact?

Hon. Mr. CRAIG: Yes. But we receive coal from quite a number of districts in Alberta.

Mr. ARMSTRONG: They cover a pretty wide range?

Hon. Mr. CRAIG: Yes. And the amount of consumption varies, as does the price.

Mr. ARMSTRONG: They bring in different grades of domestic coal, that you are consuming in the City of Winnipeg?

Hon. Mr. CRAIG: There are easily a dozen, and perhaps fifteen to twenty.

The CHAIRMAN: Is there any trend, on the part of the coal dealers, to mix these coals?

Hon. Mr. CRAIG: I never heard any serious complaint about that.

Mr. HOWDEN: They are sold under title.

Mr. BURY: I do not think there is the slightest foundation for that, because the Alberta Government is keenly alive to its own interest, to prevent bad coal being shipped to Manitoba.

Mr. ARMSTRONG: I think, if the people of the Province of Ontario, have twenty-five different grades of Alberta coal coming down, we are going to get into all kinds of trouble. And there will have to be some means devised to stop it.

Hon. Mr. CRAIG: When I speak of grades of coal, I am not a technical man. In Winnipeg the grade depends on the particular field from which the coal comes; I do not think there is much difference in the grades.

Mr. BURY: It is just the name of the mine.

Hon. Mr. CRAIG: Yes. The coal dealer is usually dependable enough to advise the consumer. For instance, a coal dealer who is selling Saunders Creek coal, which is the most expensive coal, will tell you it is expensive, but gives the best results, as it has the most heat units. At the same time, I would just as soon burn what we call ordinary Drumheller coal, as I would burn Saunders Creek coal.

Mr. ARMSTRONG: You do not think the coal dealer takes into consideration the amount of money he would make on the coal?

Hon. Mr. CRAIG: No, I think the reputable coal dealer is not influenced by that.

The CHAIRMAN: You get the kind of coal you pay for.

Hon. Mr. CRAIG: If the coal dealer has a contract with some particular coal operator, naturally he would want to push their product. Any abuse in that line cured by competition.

Mr. ARMSTRONG: I presume the C.P.R., buying millions of tons of coal, would not have inspectors at the mine if they had such perfect confidence in the mine owners.

Hon. Mr. CRAIG: I did not say "mine owners"; I said "coal dealers". The coal dealers have some way of protecting themselves in dealing with the people they deal with.

Mr. ARMSTRONG: It was another question I put to you just now. You think it is not the part of wisdom to have an inspector at the mine, when buying millions of tons of coal?—A. I might say this, I do not think that would be a question for the ultimate consumer.

Q. It is a question for the government?—A. A question for the government.

Q. The government which is protecting the consumer?—A. They want to see that the development of the industry is such that it is going to command a market elsewhere. We found out yesterday and I am inclined to think we ought to inspect the coal before it is shipped.

Mr. BURY: I am quite certain that the Province of Alberta is not going to let bad coal come into this eastern market. It is spending enough money per year now to obtain this market.

MICHEL PAGES, Series B (R.G. 7, I, Vol. 12)

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Mr. ARMSTRONG: I can bring people here who have received cars of coal from Alberta within a year that contains all kind of dirt and even grass.

Mr. BURY: It has been mixed down here.

Hon. Mr. CRAIG: We do not have any such regulations as that in connection with American anthracite coal and I do not know why we should have it in our own province.

Mr. GARLAND (Bow River): As a matter of fact, I think it would be entirely satisfactory, and everybody would be well satisfied if they understood that the Alberta government had provided a proper check on that coal. I may say that if you proceed further in an examination of this kind, we are merely wasting time. This Committee has no power to tell the Alberta government what to do nor has any other province. The Province of Alberta would not consent to the Province of Ontario, or the Federal Government appointing inspectors to look after our affairs in Alberta.

Mr. ARMSTRONG: Does the Government of the Province of Alberta object to the inspectors of the Canadian National Railway being located in their mines?

Mr. GARLAND (Bow River): That is probably an arrangement between the mine operators and the railways themselves. I know nothing about it.

Hon. Mr. CRAIG: The experience of the last ten years in the Province of Manitoba is that the Alberta government is making itself responsible in connection with the coal that is being shipped out. There is really no serious complaint and maybe, the Government is responsible, or it may be the mine owners, I do not know which, but conditions in regard to the quality of the coal have been generally satisfactory.

The CHAIRMAN: We will hear Mr. Charles D. Richards, Minister of Lands and Mines, New Brunswick.

Witness retired.

Hon. CHARLES D. RICHARDS: Mr. Chairman, it is perhaps not entirely correct to say that I was desirous particularly at this stage of taking up the time of your Committee to discuss this subject. I say, particularly at this stage, because the viewpoint of the Province of New Brunswick was very well covered by the Premier, Mr. Baxter. I may say that I came here not at all prepared to discuss any technical matters connected with this subject. I am not familiar with that at all, in fact I had no anticipation of being here whatever, but, being here, I do feel that I might take this opportunity to endorse what has been said by Mr. Baxter, and by the others that we feel strongly that whatever suggestions have been made, particularly suggestions of a subvention, or whatever it might be called, assistance in the way of freight rates in order to facilitate the transportation of coal from the Alberta fields or the Maritime fields, while it may seem to work some hardship by a contribution from some provinces, I feel the advantages which would accrue would more than offset that.

That question is not a local one, or is not a maritime problem, but it is a problem which affects Canada as a whole, and the development and utilization of our own natural products and the endeavour to stimulate and develop our own industry. That is something that is vital to the whole Dominion. I am not going to elaborate. I want to impose that as my own personal view.

Coming to my own province, I may say again, that we, in common with Nova Scotia, have quite a large relatively, not nearly as large, of course, but quite a large field of bituminous coal.

We have obtained a market to some extent with the Canadian Pacific Railway and the Canadian National Railway, but that market has been

restricted and the Canadian Pacific as Mr. Baxter stated, have not been particularly helpful recently because they have suggested that the coal is not as useful for them as other coal. That has been disputed by some of our operators.

I am not in a position to discuss the matter of units or the steam producing capacity of our coal relatively to other coal.

I would like, right here to suggest this point, the Premier mentioned the name of Sir Thomas Tate, one of the operators in the Minto district, and I would like to say, if you wanted to have one of our operators from our own province who has given a great deal of attention to this subject I would suggest the name of Mr. A. D. Taylor, who is a member of our House. He is Manager of one of the companies operating in the Minto district and is familiar, not only with the technical details, and working conditions, but has given a great deal of attention to these matters regarding the fuel value of the Minto coal relatively with American coal, both bituminous and anthracite.

Some questions were raised as to the price of coal and I might say that I have a report with me. This may seem to belie the statement that I did not come prepared, but I threw a few reports in my bag on coming away and I happen to have a statetment of the coal production and report of the officer in charge for the year 1925. I looked this up and he has the average price for the run-of-mine f.o.b. Minto, for 1925 at $4.09. For Green coal it was $4.60, varying between $4.99 and $4.22. I just mention these figures in order that you may have them. These figures are for the year 1925, and they would not vary much at the present time. They run from $4 to $4.50.

Mr. Baxter has spoken of the comparative freight rates, and you already have that information.

Our coal areas are not so very large but estimates have been made that we have quite a deposit of coal. The seam is small, but with a large output I am satisfied the cost could be very materially reduced. That is information I have from the operators.

The district is not in a comfortable condition at the present time, and anything that might be done in this direction would be very helpful, of course, to that district, but I do not mention it particularly because of the local situation. I do not think I need take up the time of your Committee further. I appreciate your having called upon me, and if there are any questions I will be glad to discuss them.

By Mr. Flemming:

Q. Do you know the rate from Minto to St. John?—A. $1.35.

Q. Do you know what it is from Sydney to St. John?—A. I do not know; it is less.

Q. Nova Scotia coal comes into St. John much more freely?—A. Yes, they can undersell us.

By Mr. Bury:

Q. They undersell you in New Brunswick?—A. Yes. When I say underselling, they do not do that. They have been using it for wharves, and in public buildings. Sometimes the prices quoted on Nova Scotia coal may be higher than some from our own operators.

By Mr. Armstrong:

Q. Would you be familiar with the rate to Sherbrooke?—A. No, the Premier mentioned $2.75.

Q. That is Montreal.—A. It may have been $2.55.

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By Mr. Bury:

Q. You could decrease the price at the pit mouth by the use of machinery; machinery for mining?—A. Experience has been that in the Minto Company the operating by machinery has not very greatly reduced the expense. Operators who are operating machinery may be producing as economically as the Minto Company, and operators who are operating the other way are also producing as economically.

Q. I thought the output would be much greater.—A. It might be possible. Recently they have not been doing as well; they have had some difficulties, labour conditions.

By Mr. Howden:

Q. Are you disposed to think that the proposition submitted by Premier Baxter would go a long way towards helping the situation?—A. I am satisfied that it would be of material assistance. We have to accept the statement made by gentlemen who ought to know.

Q. That entails getting a rate from the east, such as we are trying to get from the west?—A. Yes. His suggestion did not go as far as a $7 flat rate from Alberta.

F. M. WATTLESS called and sworn.

The WITNESS: Gentlemen, I came here on the suggestion of Mr. Enderby, the General Manager of the Canada Steamship Line and I represent the Century Coal Company, which is a subsidiary of the Canada Steamship Lines.

We the coal merchants handling a considerable tonnage of coal, not only from one section of the States but from various sections. We handle coal at Fort William, Port Arthur, at the Soo, Georgian Bay, Sarnia, Port Stanley on Lake Erie, Port Colborne, Toronto, Montreal and Quebec. We are more or less a means to an end for the Canada Steamship Lines. We sell them, of course, all of their coal requirements. Up until 1925 we were handling considerable Dominion coal, but at the beginning of 1925 we were told by the Dominion Coal Company that they had adopted rather a rigid operation as that they preferred to sell all their coal direct, sort of eliminating us and we were forced to import from the States coal with which to bunker the C. S. L. lines. I would be glad to answer any questions you gentlemen would care to ask.

By Mr. Armstrong:

Q. Would you give us some of the lowest rates for loading and unloading coal with up-to-date machinery at different ports?—A. For instance, on Lake Erie, at Toledo and Sandusky, they have machinery, which permits them not only to make a very low rate on the coal for transhipping, but they also claim they handle or dump coal for actual cost, which naturally is satisfactory. That is with modern machinery, where the car is tipped over.

Q. In unloading with modern machinery, what would be the rate?—A. Eight cents a ton is the charge.

Q. Eight cents a ton?—A. Yes.

By Mr. Bury:

Q. That is where they pick the car up by machinery; they take the whole car up and dump a carload at a time?—A. Yes.

By Mr. Armstrong:

Q. That includes the cost of running the car on to the dump?—A. I could not tell you what it includes. The machinery, I know, picks the car up and

puts it on the dump, and keeps speeding, and the coal is dumped out of the car which is taken up in an elevator and is turned over and comes back and moves by gravity to the track.

By the Chairman:

Q. That is a modern machine?—A. Yes. They dump the coal from the car into what are called barrows, each one holding 150 tons. The steamship then gets underneath and coal is shot down out of these chutes into the hold of the vessel.

By Mr. Armstrong:

Q. What does that cost?—A. The rate from West Virginia, where the best coal originates, is $2.60 to Hampton Roads. The charge depends upon the type of vessel and it varies from about nine cents to about twenty cents. For instance, a certain type of steamer, I think the charge is nine cents, that would be for a single deck steamer, and a double deck would be fourteen cents, and then there are still other charges.

Q. But, what I would like you to give us is the cost of handling at the port. You outlined to us the operation of dumping the cars into these chutes, that would be done in the case of large vessels?—A. Yes.

Q. What does that cost, that transfer?—A. That is included in the rate of $2.62 cents.

Q. You do not know what the actual cost would be?—A. No.

Q. You gave a price of eight cents, where would that apply?—A. On Lake Erie.

Q. Where?—A. At Duluth, Sandusky, Huron and Cleveland.

Q. They have this unloading apparatus?—A. Yes.

Q. Can you give us an estimate of the amount of coal carried on the lakes from these ports?—A. To the American and Canadian docks?

Q. Yes.—A. Something like 28,000,000 tons.

Q. It would be more than that from all ports?—A. That is the total tonnage, I think, that goes by lakes, some of it goes to Duluth, Superior and Lake Michigan points.

Q. People would purchase this coal preferring to have it dumped into the boats and taken to its destination by boat rather than by rail?—A. Yes, because the combination of rates works out to a much lower basis.

Q. Do you know what the rate is from Port Arthur, for instance, from Duluth?—A. I think, roughly, the rate from Lake Erie is between 30 and 40 cents, bituminous coal.

Q. That is Duluth?—A. Yes, the same rate I believe prevails to Port Arthur and Fort William as to Duluth and Superior.

Q. Do you know anything about the coal dumping facilities at Duluth?—A. Unloading facilities?

Q. Unloading and loading facilities?—A. They are equipped with more modern machinery. In most cases they can discharge at the rate of 500 tons an hour or more. In other words, companies entitled to a 35 to 40 cent rate must satisfy the steamship owner that he can discharge a boat in record time.

Q. At 500 tons an hour?—A. Yes, or more.

Q. They have not any of these appliances at Port Arthur?—A. Yes, sir.

Q. Are they as well equipped?—A. Some docks are; for instance, Fort William Coal and Dock Company have, I believe, three bridges, and can discharge, I would say, at the rate of 500 tons an hour.

Q. Are these unloaders located on the boats?—A. No, sir; they are moveable bridges located on the docks.

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Q. What is the cost for unloading that?—A. The labour cost would probably be under ten cents a ton, after taking into consideration the depreciation on the machinery, or the investment, the capital investment necessary.

Q. You would not be surprised if that coal would be unloaded at other ports for nearly half that, would you?—A. No, I would not with the combination of labour and with a fast bridge. With a fast bridge coal can be unloaded at a labour cost of five cents a ton or even less. That is the beginning of the expense involved.

Q. That is with up-to-date appliances?—A. Yes.

Q. Quick unloading machinery?—A. Yes.

By Mr. Bury:

Q. What did you mean by saying that is the beginning of the expenses; what other expenses would have to be added to the five cents?—A. First of all the investment in the land, its rental.

Q. You mean, legal costs?—A. Yes.

Q. The wages of the men?—A. Yes.

Q. They could not, unless they were equipped with this up-to-date machinery, expect to do the work at that rate?—A. No, sir. The rate for unloading coal along the Atlantic coast, and along the Lakes, I understand, is 35 cents a ton, and there is a profit in there, of course. That is what we are charging in Montreal at the Windmill Point plant, 35 cents a ton to discharge a cargo. We merely pay wharfage and unloading, seven cents wharfage and eight cents unloading.

Q. Seven cents wharfage?—A. Yes, that is what the charge is.

By Mr. Armstrong:

Q. What do you charge for unloading at Toronto?—A. We really have not facilities at Toronto for unloading any quantity of coal, furthermore, there are no rates out of Toronto on coal. The coal we handle in Toronto, probably 100,000 tons, is brought in across Lake Ontario and from Lake Erie. It is put in, some of it in self-unloaders, and in other cases, in bulk freight steamers. We unload it at the dock and cart it away for local consumption. We have tried several times to get rates on carload lots. For some reason we were unable to get them, and we were refused rates.

Q. You have not any up-to-date facilities as far as Lake Ontario is concerned?—A. No, we endeavoured to get a lease from the Harbour Commissioners at Toronto for certain docks, and told them if they would give us a lease we would put up a modern coal unloading plant. They did not seem to want to meet with our views, so we dropped the matter.

Q. Have you up-to-date unloading devices on Lake Erie?—A. I would not say up-to-the-minute; no.

Q. Have you unloading machinery at Port Stanley?—A. We just started Port Stanley last year for the London market, and leased some water front property from the Port Stanley railroad.

Q. Where would the coal come from; what port on the American side?—Mostly from Sandusky.

Q. What would be the rate from Sandusky to Port Stanley including the unloading?—A. Fifty cents a ton.

Q. What is the rate from Port Stanley to London?—A. On bituminous coal I think there is a rate of $1.10, from memory.

Q. Ninety cents on the electric?—A. Well, it is $1.10 from Black Rock.

Q. What facilities have you on Lake Huron for unloading?—A. We have nothing. We handle coal for the railroad companies in Georgian Bay and we

have a modern plant with a coal bridge. At Byng Inlet we handled last year, probably 100,000 tons. There, the unloading charge was included in the main charge.

Q. Where did you bring the coal, say, from Midlands, to unload the coal?—A. From various ports, mostly Lake Erie.

Q. You would have to go across Lake Huron?—A. Yes, we go up the river, and in around the bay there.

Q. What was the cost of carrying coal from Lake Erie to Midland?—A. Forty-five cents a ton in bulk lake steamer.

Q. That includes the unloading?—A. That does not include the unloading.

Q. What is the charge for that?—A. The dock handling charges, including unloading, storing, and reclaiming, will run around fifty cents a ton; that is, with a modern dock.

Q. You do not mean that is the cost of unloading? You are including a number of charges in that, are you not?—A. We are including depreciation and everything.

By Mr. Bury:

Q. That is what an unloading company would charge for doing the work?—A. Yes, sir; in other words, if you were to build a dock at Toronto, and equip that dock with modern coal-handling machinery, the stevedoring company or the warehouse company, or whatever you might call it, would find, I believe, that the actual cost, everything considered, for taking that coal out of the ship, storing it, and reshipping it on orders, would range from forty to fifty cents per ton. For instance, the Harbour Commissioners in Toronto charge you five per cent on the valuation of $40,000 per acre; at least, that is what they charge us for handling it.

Q. That is, for storage?—A. That is water front storage, unimproved.

Q. Have you seen the operations of these big American unloading plants, that unload these big cars?—A. Yes, sir; I have operated them.

Q. What kind of coal, anthracite or bituminous?—A. Both.

Q. Now, in the operation—you get my point—of the unloading of coal in that enormous quantity, by the carloads, bituminous coal;—does it degrade? In other words, can the coal stand the handling without much degradation?—A. Coal screened at the mines over one and one-half inch round hole shaker screens, represents about two-thirds of the mine run. In other words, one-third of the coal will go through the round holes. By the time you get it on to the dock, and reclaim it, and again screen it in one and a half inch screen, you again lose one-third.

Q. You mean after the handling, when you have re-screened it on the dock, you lose one-third?—A. Yes; not in weight, but in size.

By Mr. Armstrong:

Q. That is American bituminous coal?—A. Yes, hard splint coal.

By Mr. Bury:

Q. Is this bituminous coal—what you have lost through your screening is, of course, not lost—how much has it depreciated in value?—A. Considerably.

Q. What do you mean by "Considerably"?—A. The differences between the price of dock run and slack would be, roughly, seventy-five cents a ton.

Q. Do you mean to tell me that it would depreciate seventy-five cents a ton?—A. That which goes through the screens can be sold—

Q. At seventy-five cents less?—A. That is it.

Mr. BURY: You may be dealing with a coal plant which is a little bit more severe on the coal; he is dealing with a coal plant which takes a whole gongola car, and dumps it out.

WEIGHT MARKS, Series 2 (W.G. 2", 1, Wove 25)

PUBLIC ARCHIVES
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CANADA

By Mr. Garland:

Q. Is this bituminous coal of which you speak hard coal?—A. Yes; I would say it is harder coal than the Sydney coal.

Q. Would it be harder than our Alberta coal?—A. I am not familiar with the Alberta coal.

By Mr. Bury:

Q. Are you familiar with any other unloading plant, or loading plant, that is not so severe on the coal as that?—A. In order to get speed, the railroads adopt one of two policies; either a trestle, where drop bottom cars are used, and the coal is dumped into chutes, or the turnover arrangement. I don't think there are any other systems of dumping coal from cars into vessels, in use.

Q. All right. Now what about the relative severity on the coal?—A. I think that the car dump, the turnover proposition, is the least severe.

By Mr. Armstrong:

Q. They have improved machinery within the last few years, have they not, in the way of dumping those cars such as you have just said, so that there is not so much degradation in the coal as formerly?—A. Well, there may be some improvement, but if so, it is rather slight.

Q. Have you not changed any of your devices—

Mr. GARLAND: Just a moment, please. The witness did not say he did not know much about it; he said if there was any improvement it was very slight.

By Mr. Armstrong:

Q. Well, have you not seen new devices whereby the coal is carried into the vessel holds under improved conditions within the last few years?—A. Well, it is possible to use extreme care in the running of coal from the chute into the hold of the vessel, but you slow up time, and when you slow up time, you increase rates. The vessel owners exact from you a certain rate, and you in turn assure him that you will load that vessel within a certain number of hours, or at the rate of so much per hour, and if you want to take double the time in loading it, the rate goes up. The same thing applies at the unloading berths.

Q. You do not think that the degradation in the coal would be much greater by dumping it quickly from the cars into the vessels than it would be by handling it more slowly?—A. It does not seem so to me.

Q. It might be all the better.—A. I believe there is less degradation, as I mentioned, with a car dump. For instance, we take in Montreal, coal via Hampton Roads, into the Gulf of St. Lawrence, which is dumped from the bottom of the car into chutes, and then into the vessels. We also take coal from the same source of supply to Lake Erie, and bring it down the St. Lawrence, and we find there is less degradation of the coal that comes from the lakes than from tidewater. In the one case, at tidewater, it is dumped through chutes; in the other case, the car is turned over. That is what makes me think that the car dump has the least breakage.

Mr. BURY: The trouble was in the movements from the west that they have been using box cars and not the open cars, and it puts out of the question the dumping of a car.

Mr. ARMSTRONG: Why, nonsense. We cannot cover a car of coal with, for instance, sheet iron, and nothing else, that would flop off.

By Mr. Kershaw:

Q. We have in mind the large quantity of coal coming by rail from Alberta to the head of the lakes, and there being unloaded and taken on by water to

Toronto. You say there is an unloading bridge at Port Arthur?—A. Yes, but that is for unloading coal from vessels, not from cars.

Q. What would it cost to install an up-to-date unloading apparatus there to unload from the cars into the boats?—A. I would suggest that you take that up with the manufacturers of that class of machinery.

Q. Well, just roughly, you have an idea.—A. I would say, offhand, one million dollars.

Q. And that would be a capital charge? Then supposing a machine like that was installed, what would be the cost per ton, roughly, of unloading coal by that machinery?—A. As I mentioned a little while ago, the railroads charge eight cents a ton for dumping, and claim that merely covers the expenses—what expenses, I don't know.

Q. You could put in the coal for eight cents, and your figure would be from forty to fifty cents to get it out of that boat and deliver it, say, around Toronto; at least, into storage or into cars, or something like that?—A. I wonder if I follow you. Let us take a trainload of coal to Fort William. The vessel is there to meet it. As it arrives, it is dumped into the vessel. There would be the mine price, plus the railroad freight rate to the lake front, plus the dumping charge, plus the vessel rate to the port of destination, for instance, Toronto.

By Mr. Bury:

Q. As you go along, leave out the cost of coal at the pit mouth, leave out the railway freight, and give us your estimate of the cost from the moment the train of coal comes to the machine for dumping it into the vessel.—A. The dumping cost, according to common practice, would be eight cents per ton.

By Mr. Kershaw:

Q. That is, providing the machinery is installed?—A. Yes, of course.

Q. And there is a depreciation there of about one-third of, you say, seventy-five cents per ton?

Mr. ARMSTRONG: May I break in there—

The WITNESS: I will cover that—

Mr. ARMSTRONG: You could have all these statements placed before you by the men who furnish the dumping machinery.

Mr. GARLAND: We are getting it now; go ahead.

The CHAIRMAN: Go ahead.

Mr. GARLAND: Eight cents, plus the seventy-five cents.

Mr. KERSHAW: You say seventy-five cents, but it is only one-third of that; it would be only twenty-five cents.

The WITNESS: I don't understand what you mean by the seventy-five cents; where does that apply?

Mr. BURY: He meant the loss in the value of the degraded coal.

The WITNESS: That follows later. In following that along, you pay eight cents dumping charge, and the lowest rate obtainable for water transportation.

By Mr. Flemming:

Q. That is by water?—A. No. For instance, the rate on the coal would be one dollar—that is just a guess: now, that boat is tied up alongside of a dock which is equipped with machinery for unloading, which would involve an investment of probably a half a million dollars, an unloading bridge at the waterfront at Toronto. That machine would have a capacity for unloading that boat at the rate of possibly 500 tons per hour. If you had orders for that coal as it

MIKAN [illegible], Series 2 (C.G. 2', I, W [illegible])

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CANADA

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MICHEL PAGE, Series 3 (S.C. 2, I, Vol. 14)

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arrived,—in other words, when the clamp picks up that five tons of coal, if it could be put into a car, that is one thing, but probably you would have to carry that coal back on your coal dock, and put it in storage.

Now, when you come to pick that coal up again,—

By Mr. Bury:

Q. Give us the alternatives? Just give us first the one that goes into the car?—A. If it went into the car, the actual labour cost of operating that machinery would probably not exceed ten cents.

Q. That puts it into the car for shipment straight away to the consignee? Now, take the alternative one?—A. In the other case, you would put that coal on the dock, and it would be dropped and some breakage would occur there. Later on, you would get orders for screened coal. Then you have to pick it up again and run it over the screen, and that is where you get your degration. About two-thirds of that coal, depending on the hardness of it, would pass over that screen. The other one-third would pass through. That which would pass through would have to be sold at a lower price than that which passes over.

Q. That is the point. One-third of the coal would drop seventy-five cents a ton?—A. Yes, sir.

Q. And that would be seventy-five cents a ton over the whole tonnage?—A. Yes.

Q. A degradation of twenty-five cents a ton over the whole tonnage?—A. Yes.

By Mr. Armstrong:

Q. But the coal you receive now undergoes that same treatment, and you have the same loss?—A. We have the same loss.

Mr. BURY: Your point is that you could not make any difference in the comparison.

The CHAIRMAN: Will that be all, gentlemen? It is half past five. We have Mr. Draper here, and I think we can go on with him to-morrow afternoon, if that is agreeable to you, while the House is sitting. We have that privilege now. To-morrow morning this room will be in use, and our secretary will be engaged with another committee, but we can meet here to-morrow afternoon at three o'clock.

The Committee adjourned until Thursday, June 10th, 1926, at 3 o'clock p.m.

PUBLIC ARCHIVES
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214A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 8

MINUTES OF PROCEEDINGS AND EVIDENCE

THURSDAY, JUNE 10, 1926

WITNESS HEARD FOR EVIDENCE:

Mr. Thomas Draper, President and General Manager, McMurray Asphaltum and Oils Limited, Edmonton, Alberta.

OTTAWA
F. A. ACLAND
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1926

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 5)

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CANADA

214 B

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
THURSDAY, June 10, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 3 p.m., the Chairman, Mr. Lapierre, presiding.

Members present: Messrs. Armstrong (Lambton), Bury, Cantley, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), and McLean (Melfort).

In attendance: Mr. Thomas Draper, President and General Manager of the McMurray Asphaltum & Oils Limited, Edmonton, Alberta.

The Minutes of the last Meeting were read and approved.

The Clerk reported upon the communications he had received. After consideration thereof, Mr. Armstrong moved that they be incorporated in the records,—(see Minutes of Evidence herein)—Motion carried.

Mr. Howden moved that Mr. P. V. Byrnes, President of the Hamilton By-Products Coke Ovens, Limited, be requested to appear and give evidence before the Committee next Tuesday,—Motion carried.

Mr. Armstrong moved that Mr. A. J. Creighton, Coal Merchant, of Owen Sound, be requested to appear and give evidence before the Committee next Tuesday,—Motion carried.

Mr. Armstrong moved that the Premier of Alberta, the Hon. Mr. Brownlee, be communicated with by telegram as to certain information the Committee desired regarding price of coal at pitmouth, etc. Mr. Armstrong read copy of a telegram which he believed should be sent to Mr. Brownlee. Discussion followed in which Mr. Bury, Mr. Garland, Mr. Flemming, Mr. Howden, and the Chairman took part.

Further consideration will be given to the question to-morrow.

The Committee then proceeded to consider the evidence of Mr. Draper, who, after being sworn, was examined relative to the most modern equipment now in use, at some of the shipping ports of the United States, for unloading and loading coal, iron ore, etc.

In the course of his evidence, Mr. Draper exhibited several large size photo plates of dumpers, or tippers, and other machinery in operation.

Mr. Draper kindly donated the said photo plates to the Committee, and same were ordered filed as exhibits.

The Witness retired.

The Committee then adjourned until to-morrow at 11.00.

V. CLOUTIER,
Clerk of the Committee.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 15)

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MINUTES OF EVIDENCE

COMMITTEE ROOM 425,
HOUSE OF COMMONS,
THURSDAY, June 10, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 3.00 p.m., the Chairman, Mr. Lapierre, presiding.

The clerk reported upon the communications he had received, and gave a brief outline of their contents.

Mr. ARMSTRONG: I think that those letters received by the Secretary should be incorporated in the record.

Mr. BURY: Are all those letters along the same line?

The CHAIRMAN: Very much.

Mr. BURY: I think they all ought to be incorporated in the record; they come before the Committee.

Motion carried.

OWEN SOUND, ONT.,
JUNE 5, 1926.

Re: *Committee investigating Coal Resources of Canada.*

Mr. V. CLOUTIER,
Room 426, House of Commons,
Ottawa, Canada.

DEAR SIR,—In answer to your letter of May 31 regarding the coal situation in this district. Our anthracite coal all comes from the United States, and we have used no British anthracite here, but have used a considerable amount of Alberta coal in this district, which has satisfactorily taken the place of American anthracite coal, so far as the limited quantities could be obtained.

We feel that the time has arrived, when the Dominion Government, and the Governments of Ontario and Alberta, together with the railways, should find ways and means to bring Alberta coal to the markets of Ontario at a rate not to exceed $7 per ton.

It is our opinion that the way this can successfully be accomplished, is by Rail, Lake, and Rail, using up to date equipment from mines to head of lakes, and from head of lakes to Georgian bay, by up to date steamers, equipped for that purpose.

If commodity rates were granted equalized with the Grain rates from the same district in Alberta, it would give us a rate to the head of the lakes, of $3 per ton, from the head of lakes to Georgian Bay 75 cents per ton, and from there to Toronto, a rate of $1.20 per ton, or an average rate throughout Ontario, not to exceed $1.50 per ton. The above rates can positively be obtained, with the exception of the rate from mines to head of the lakes, which we have been unable to obtain.

With proper restrictions to the retailer, and a ten-year contract with the mines in Alberta, it would place Canada independent, of all the troubles, and high prices for domestic fuel, over which we now have no control, and keep approximately $20,000,000 a year, in our country, that is now going to the United States, for our miners, our steamships, our railroads, and our own people.

Yours respectfully,
(Signed) A. J. CREIGHTON.

MEICHEN PAPERS, Series 3 (M.G. 26, I, Volume 15)

PUBLIC ARCHIVES
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CANADA

HAMILTON, Canada,
JUNE 9th, 1926.

To the Committee
Investigating Coal Resources of Canada.

DEAR SIR,—Yours dated June 7th *re* the investigation of coal resources of Canada.

I will have no business in Ottawa on the 15th inst. unless it would be by order of your Committee to appear before them. Our arrangement was perfected to be in the Exchequer Court on the 15th but that arrangement has been cancelled and put over until after the vacation season. Hence I would have no business that I know of at this writing that would take me to Ottawa.

I am not at all clear that I could be of very much assistance to your Committee even though I did appear before them. However if the Committee deems it necessary and issues an order asking me to come I will try and arrange matters here so that I can get away.

Our situation here is that we are at one of the most critical points in our building operation which takes up my time completely and that will continue during this month, as undoubtedly your Chairman, Mr. Lapierre is aware that we are building another battery of coke ovens and we will just about be starting the oven brickwork at the date mentioned, and it is quite necessary that I be here when the start is made and for the first few days after they get started.

I wish you would kindly convey to the Chairman the contents of this letter and also say to him that I appreciate the honor of being called to give information. But there are so many others that I think can give more information possibly than I can, and there will be no dearth at least of statements from interested sources.

With kind personal regards I am,

HAMILTON BY-PRODUCT COKE OVENS, Limited,
Per P. V. BYRNES,
President.

BELLEVILLE, ONTARIO, 4th June, 1926.

Clerk of the Committee,
Investigating coal resources of Canada,
Committee Branch, House of Commons,
Ottawa, Ont.

DEAR SIR:—We have your letter of May 31st asking for views on Canada's coal resources, and I would ask how long this Committee will be in session. The subject is intensely interesting and is undoubtedly one of Canada's outstanding problems.

I notice that Mr. R. C. Vaughan, vice president of the Canadian National Railways has stated before your Committee that this company would use Nova Scotia coal extensively this year. Nova Scotia coal for the Canadian National lines could be brought by water to Kingston, Brockville and Belleville, I believe, for the use of the C.N.R. as they have terminals at Belleville and Brockville. It might be a good idea to call Sir Henry Thornton's attention to this matter.

Two or three years ago I had an interview with an official of the Nova Scotia Coal Company who was looking over the situation here with a view of getting Nova Scotia coal into this part of Ontario for industrial

purposes and also for coking purposes. Coke is no longer a substitute for hard coal. It has established itself, and is a high grade domestic fuel, and, in a great many cases, is preferred to American anthracite.

I shall communicate with you further on this subject in a day or two.

Yours very truly,
(Signed) W. E. SCHUSTER,
Pres. and Gen. Manager.

KINGSTON, ONT., June 8th, 1926.

Committee investigating Coal Resources of Canada,
House of Commons,
Ottawa, Ont.

DEAR SIRS—Yours of the 31st of May. Last season we handled about 12,000 tons of American anthracite, 8,000 American soft coal and 500 tons Welsh coal. All the anthracite was used for domestic use, about 800 tons of soft coal for domestic use and 1,200 tons for steam purposes.

All our American coal is purchased during the season of navigation and brought forward to Oswego, N.Y., or Sodus Point, N.Y., loaded on Steamer, brought to Kingston and stored for winter use. We find that we cannot compete for any business by quoting on Nova Scotia Coal for the reason that it would have to be reloaded on boat or cars at Montreal for delivery here and the freight rate would be so high that the dealer purchasing American coal would have all the business.

We have no quotation for Nova Scotia coal before us, but no doubt you have and can make comparison:

American Soft ¾ lump at mines	$2 00
American R.R. Freight to Sodus Pt	2 23
Boat freight Sodus to Kingston	90
Duty	40
Price afloat at dock	$5 63
Nova Scotia Coal at mines	
Freight rate to Montreal	
Discharge & re-loading Montreal	
Boat or R.R. freight Montreal to Kingston	

You might say that vessels could load at Nova Scotia ports and come direct to Kingston. Very good, but when she would arrive here she would have 2,200 to 2,500 aboard and there is no unloading facilities that will discharge such a boat under six or seven days and that means demurrage at the rate of $100 per day after two days' detention. On the other hand we go to Sodus Point, N.Y. and load a small steamer and in six hours the boat is here in Kingston. If the Steamer is about 300 tons capacity it is discharged in about eight hours. If 900 tons in two days at the longest. The same applies to American Anthracite from Oswego, N.Y.

At the present time Stove coal is quoted at $9.60 per gross ton $8.57 net Freight rate mines to Oswego $3.15 gross-$2.81 net, Freight rate Oswego to Kingston 90 cents net say $12 afloat in Kingston. We figure a loss of 8 per cent in handling, I.E. After every season's business for every 100 tons of Anthracite coal handled you have about eight tons Screenings for which we get about $1.50 per ton.

Alberta Coal at mines	
Alberta Coal R.R. Freight	
Total cost at Kingston	

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This coal being of a softer nature should carry a greater percentage of screenings. And to the above Unloading charges, advertising, office help, rent, etc., which would be the same in both cases.

Welch coal is fine coal. The 500 tons we handled last season give good satisfaction but the price is too high in comparison to American anthracite. Welch Coal cannot be sold here at less than $17.50 to $18 and with Anthracite $15.50 to $16 the Anthracite is the cheapest. Welch coal could be loaded at a British port and delivered at say, a port like Toronto at a small cost over Montreal, because Toronto is equipped with docks and unloading plants to take care of such vessels, and could be sold in competition with Anthracite.

We trust we have made it plain to you how we are situated in Kingston and when you fill in the prices of Nova Scotia and Alberta coal and compare with the figures above, you will understand why American coal is sold in Kingston.

Yours truly,

JAMES SOWARDS COAL COMPANY,
per JOHN F. SOWARDS.

The CHAIRMAN: I suppose we can proceed?

THOMAS DRAPER called and sworn.

By the Chairman:

Q. Mr. Draper, what is your present occupation?—A. I am a manufacturer.

Q. In what line of manufacture are you engaged?—A. Iron and steel foundry; different lines of iron manufacturing.

Q. You have a general knowledge of machinery used for loading and unloading coal?—A. Yes.

By Mr. Armstrong:

Q. How long have you been a manufacturer, Mr. Draper?—A. Thirty-six years.

Q. You are president and general manager of the Alberta Waterways, is it?—A. The McMurray Asphaltum & Oils, Limited, Edmonton.

Q. And you are also general manager of the Border Manufacturing Company, of Port Huron?—A. Yes.

Q. But you are not connected with any firm which is manufacturing loading and unloading machinery for the handling of coal, in any way, shape or form?—A. No.

Q. And not employed by them, in any way, shape or form?—A. No.

Q. Where have you been travelling so that you have come in contact with enterprises using loading and unloading machinery on the inland lakes, and in connection with what companies?—A. We manufacture some lines of railroad machinery, and that brings me in contact with all of the railroads of the country, and particularly at terminal points, in terminal machinery.

Q. And in that way you have been able to obtain the information which you have placed before the Committee?—A. Yes, I see these classes of machinery almost daily.

Q. Would you give the Committee a general idea of loading and unloading machinery, for the handling of coal?—A. That is from the railway terminals to the boat.

Q. Yes, and from the boats to the pier?—A. There are several plans. The most up to date is the car dumper, which takes the entire car, lifts it, turns

it completely over, and dumps the coal into a large pan, in which the coal slides gradually, without much breaking, into the hold of the vessel. The pan is connected with a collapsible spout which is set out and sloped so that the coal slides and they load from the bottom of the boat up; and then the spout collapses as they fill the boat, so that there is very little breakage. That is the latest type of machine, and those unloaders are used at most of the large terminal points of the coal-carrying railways in the United States.

By Mr. Bury:

Q. Is the pan that you speak of a chute?—A. It is a type of chute. It is longer than the length of the car, and the car is gradually hoisted and then turned upside down. I have cuts and photographs here which the manufacturers have supplied to me, and which I will leave with the Committee.

Q. The pan is a chute that runs lengthwise with the car, and the coal car is tipped over so that that coal is turned out into the chute?—A. Yes.

By Mr. Armstrong:

Q. You will place in the hands of the Committee the photographs that you have obtained?—A. Yes. I have those supplied by two of the large manufacturing firms whom I interviewed last winter. I told them what I wanted them for. I will explain them if you wish.

Q. Tell us first, something more about the unloading machinery that you have investigated? How many cars per hour have you seen them unload into boats?—A. About forty cars per hour is an average. The time of lifting the car, dumping it, and back, is about three quarters of a minute. But in watching them, and checking up, it took about a minute and a half. Checking it up by the hour, they run about forty to the hour.

Q. Were you there and saw and checked this operation?—A. Yes, many times I have checked it up.

By Mr. MacDonald (Cape Breton South):

Q. Do they require a special car for that operation?—A. No, any of the open type cars can be used.

Q. Do they lift it off the track?—A. No, the track and all is raised. There is a set of folding arms that come down and clamp the car to the track and then raise it up straight and high enough to turn it over. I have a picture of it here. The train loads come in, generally a hundred cars to the train.. First they uncouple the locomotive. The track is a little inclined and they release one car at a time, as shown on the first picture. This car is released, and runs down the incline and strikes against a switch-back and comes back on the track that leads to the tipple. There is a little electric mule that raises up from down between the tracks and draws that up on the platform of the dumper. The second picture shows the clamps that come down and lock that car to the track. The third picture shows the car rising and dumping. This picture shows the car upside down. Then this car is turned directly upside down and I have seen it in freezing weather, when there is a little frost in the coal, that they will give the car a quick snap back, breaking the frost, and turn it over again. At no time have I seen a car take more than a minute to dump, unless it was frozen so badly that they had to pick it out. Then they let that car down and run it back. They do not tie up the dumpers while that work is done. That only occurs late in the fall of the year. I have seen two trains come in of 100 cars each, and dump in four hours and a half. In other words, I have seen upwards of 10,000 tons dumped into one of the large Lake vessels in about four and a half hours.

Now the coal roads are equipping themselves with very large cars. It takes no longer to dump a 100-ton car, than it takes to dump the 50-ton car, so that the larger the car, the cheaper it is dumped.

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The prices I can quote you were given to me by the different railways showing the cost of dumping. The cost of dumping was generally admitted to be about five cents, last year. But I was told the other day that the railroads unloading these are now asking seven cents for this season, for unloading at Lake Erie ports, with these machines. There are other types of unloading machines.

Q. What is the cost of the machinery you have referred to?—A. The one shown in this set of photographs that I have produced here is supplied by the Brown Hoisting Machinery Company of Cleveland, Ohio. Mr. Brown, the president of that company, gave me the information that that machinery at the price last winter would be $150,000 f.o.b. their works Cleveland. That would not include the power plant, which would be necessary to operate it. And it would not include the installation. It is f.o.b. plant Cleveland. He could not give me information on the cost of the erection without knowing the cost of the foundations, because at some places, it might mean piling entirely, or excavating deeply. So that the cost of installation can only be given after a close inspection of the site, where it is to be installed. I questioned closely as to the cost of trackage and so on. That would depend greatly on the terminal facilities, whether there were plenty of tracks leading to the site, whether it was a railway yard, or whether it would be necessary to buy property, and create a new terminal. He said, however, that there are very few cases where he thought it would exceed $400,000 to establish a complete tipple with all the facilities that are necessary.

By Mr. Bury:

Q. That is, including trackage and everything?—A. Trackage and all.

Q. And including the cost of the machine?—A. Including the cost of the machine and the installation. He said between $400,000 and $500,000, for the reason that it might cost as much to get a foundation in some places as it would for the whole cost of the machinery, so that he left himself plenty of leeway in allowing for the foundation.

By Mr. Armstrong:

Q. However, this company, and the other companies which you are speaking of, are all prepared to send their representatives here, without cost to the Government, to place before this Committee any information which they have bearing on these machines.—A. Yes, I have a letter from Mr. Case, who was present during this interview, and Mr. Brown asked him to write me. I have received a letter from him which is as follows: Shall I read it? This letter may be left with your Committee if you wish.

The CHAIRMAN: Yes, read it.

WITNESS: (Reads):

THE BROWN HOISTING MACHINERY CO.,
CLEVELAND, OHIO, U.S.A.,
DECEMBER 26, 1925.

Mr. THOS. DRAPER, President;
Draper Mfg. Co.,
Port Huron, Mich.

DEAR SIR,—We beg to acknowledge you favour of December 22nd with the attached clipping in regard to the possibility of the car dumpers for unloading coal at the head of the lakes, and thank you for same.

We shall be very glad to be of any further service that we can to you or the Committee that you mention in regard to this subject, and if this Committee should desire to confer with one of our representatives we would be glad to arrange a meeting with the Committee at any time that would be convenient, for us to have our engineer there.

Yours very truly,
THE BROWN HOISTING MACHINERY CO.,
By J. P. CASE,
Sales Manager.

WITNESS: This was written with the authority of Mr. Brown.

By Mr. Bury:

Q. Before you leave that type of dumping machinery, did you see it operating on coal?—A. Yes.

Q. What kind of coal?—A. On the Hocking Valley coal.

Q. Is that anthracite or American bituminous?—A. That is American bituminous.

Q. Is there a big fall of the coal when it is leaving the dumper to the spout?—A. No, that is done with a sliding motion rather than a fall. That is the object in unloading soft coal, to devise something that will save breakage as much as possible.

Q. Is there any fall after it goes into the spout until it is actually settled into the ship itself?—A. To a great extent that is effected by the action of the operator. If he turns his spout directly down and lets the coal fall directly to the bottom of an iron ship, it would get a fall, but the usual plan is to turn it on a slope to the side of the vessel so that it slides down and then collapses as the pile of coal rises.

Q. You talk about a collapsible spout?—A. Yes.

Q. How far from the bottom of the vessel would the spout collapse?—A. It can go right to the bottom.

Q. So that you can reduce the fall of the coal in loading the ship?—A. That is the idea of the collapsible spout.

Q. There is a chute and a collapsible spout to the chute?—A. Practically so.

Q. Did you notice whether there was much breakage in the coal?—A. Very little in that coal, I was surprised at the small amount of dust that was coming from it.

Q. Have you ever seen that same coal unloaded by those same dumpers at the point of delivery?—A. Oh yes, many times.

Q. How did it appear when it came from the unloaded vessel, much broken or not?—A. Oh no, it appears very similar to what it does after delivery at the head of the mine, mine-run coal.

Q. Would that be mine-run?—A. It is mostly mine run coal that comes in in that way; that is handling very large quantities.

Q. And there did not appear to be much degradation in the process of handling at the loading point or in the process of handling at the unloading point by this machinery?—A. No. But there are some points where large manufacturers prefer to have the coal broken as much as possible.

Q. We are not talking about that. They can get all the breakage they want. There is no trouble about getting breakage?—A. No.

By Mr. Armstrong:

Q. Is there any reason that you can think of that would lead you to believe that the coal mined in Alberta would not carry or load and unload just as well as the coal that is mined in the United States?—A. Some of the coal that is mined in Alberta is softer than any I have seen in the United States.

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By the Chairman:

Q. You are familiar with most of the coals produced in Alberta?—A. I have not been in all of the mines, but I have seen a fair average.

Q. Have you handled Alberta coal?—A. To some extent, yes. Some of the coal in Alberta, particularly to the West, that I have seen, would stand that handling very well. I think the percentage of breakage would be as small as it would be of the American coal. There is some of the coal in Alberta that I have seen that breaks very easily, under any conditions, but I think, if I may give my own opinion, that the handling of the coal through these large tipples is as carefully done and with as little breakage as there would be in handling by hand, with a shovel.

Q. In the event of this coal being shipped in covered cars, the plant you have in view could not be utilized.—A. A box car would not be suitable for that at all.

By Mr. Gershaw:

Q. It could not be used?—A. Not just in that kind of tipple. It would need to be something like the grain tipple for shaking it out.

By Mr. Armstrong:

Q. Is there any question in your mind that the Alberta coal can be delivered at the head of the Lakes in a satisfactory condition without much degradation? —A. It would only have a few days in delivery from the mine to the head of the Lakes, and I think the depreciation or slacking of the coal would be very little, in an open car.

By Mr. Bury:

Q. That is to say, that while it might be true, that on the long run, from the Alberta mines to Toronto a box car may be essential, an open car might be quite feasible on the shorter runs to the head of the Lakes.—A. More so, because I think from what I know of railway operation, it would be difficult to get more than twelve trips a year per car, bringing coal from Alberta into Ontario, using those coal cars for distribution and getting back, where to the head of the Lakes, I think it would be possible to make a return trip once a week, or once in eight days.

Q. I was not thinking of that so much as of the point that we were told that box cars were essential in the all-rail movement, for the reason that the Alberta coal exposed in open cars for the length of time required in a train movement to Toronto, or other points in Ontario, degraded by the weather effect, and that therefore box car were used. My point was—which I thought you confirmed—that in the short train haul to the head of the Lakes the objection to the open car might not obtain?—A. To a great extent it would be eliminated. But I think that the average time that the coal would be standing in the yards, even in Alberta, would be as long an exposure almost as if through trains were being made up and run with despatch to the head of the Lakes. There would probably be only half of the time of exposure to the hot sun. It should be not over four days.

By Mr. Howden:

Q. It is 800 miles to Winnipeg, and 400 to Fort William?—A. Practically 1,200 miles. Four days on a through train should be sufficient. I think the trains could be run on twelve and eight day schedule and return.

Mr. HOWDEN: It is only about another six hundred miles to Toronto.

By Mr. Gershaw:

Q. We understood that to deliver domestic coal for consumption in Ontario, it would have to be protected from the weather; it would have to be carried in closed cars. Now, we are hoping of course that it could be delivered in open cars and dumped at the head of the Lakes, but we are a little afraid that there might be serious degradation?—A. I do not think three or four days' exposure to the air would have practically any effect, for I have seen those cars of coal all over Alberta, standing for a week, and the depreciation showed very little.

By Mr. Armstrong:

Q. Have you had Alberta coal stand for a month?—A. I have had Alberta coal under tests for a year, and I find that the lumps, particularly at the bottom of the car were solid, and had deteriorated very little.

Q. Anyway, on a four days' haul such as to Port Arthur and Fort William, you would not expect much deterioration, at least not much more than you would find in American coal?—A. I would think very little.

By Mr. Howden:

Q. Is there any machinery for unloading box cars?—A. I know of nothing other than the tipples for the grain movements, which shake the cars from end to end. That I think would be very severe on Alberta coal.

By Mr. Armstrong:

Q. Coal unloaded into a boat goes under the hatches of the vessel, and remains there until delivered?—A. That is the common practice. They fasten the hatch-ways, and make it practically as tight as if it were in a box car.

By the Chairman:

Q. You say the time required for the train would be four days from the mine to Port Arthur?—A. That would be my judgment.

Q. What would be the length of time, all-rail to Toronto?—A. When you get down to terminals like Toronto, there is always a slowing up of traffic. It is hard for me to say, but I think a railway man would probably say to deliver coal in Ontario, and get the cars back into service would probably take an average of thirty days.

Q. That is why you limit the number of cars going through to eight or ten round trips a year?—A. About twelve trips a year, where the other might make four trips a month.

By Mr. Gershaw:

Q. Are the conditions favourable or unfavourable at Port Arthur, for installing these machines? I believe they had trouble there with the elevators? —A. The railway tracks at Port Arthur and Fort William, as I recall them, would be favourable for such an installation. May I volunteer information?

By Mr. Bury:

Q. Yes, I think you may?—A. My observation is that there is a very small percentage of coal cars on the Canadian roads in comparison with what they have on the American side. Watching the movement in Ontario, the coal seems to be mostly moving in American cars. Therefore there would probably need to be an increase in the number of coal cars from the Canadian railways. I was going to offer this for consideration, that if you brought the coal into Ontario, you would probably have to have four times as much investment in large coal cars as if you brought it to the head of the Lakes, making the quick return trip.

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By the Chairman:

Q. We have been told here, Mr. Draper, that at the season when Alberta coal is going to be moved, there is a very large number of empty cars. Some have stated it as high as 30,000 cars lying idle in the West, at the time this coal movement should take place, that could be utilized?—A. It would be a very nice thing if the grain car could be utilized, but it would add cost and if you tried to do it in a large way with a dumper, you would break the coal very materially.

Mr. ARMSTRONG: In fact, one of the railwaymen said that the thirty thousand proposition would be cut to ten.

By Mr. Howden:

Q. Mr. Draper, the railroads, I believe, estimate that there is a forty per cent movement of empty cars going west. These coal cars would necessitate almost a 100 per cent empty car movement?—A. That is true, unfortunately, because of so much movement to the east. But that same objection is true on all coal roads in the United States. The landed traffic is one way, and they return empty. But a peculiar thing in connection with that is that during the railroad administration by the Government in the United States, five roads that met their dividends, and their overhead during the administration, were coal-carrying roads, carrying coal one way.

By Mr. Bury:

Q. While they say what Dr. Howden has said, that forty per cent is empty car movement, they include in that $9 rate one per cent for returned empties. In other words, they double the cost?—A. They have not the tonnage, Mr. Bury.

Mr. HOWDEN: I believe they do charge one hundred per cent.

Mr. BURY: The estimate shows it. They take the cost one way and multiply it by two.

The CHAIRMAN: They double the cost; that was stated before the Committee.

By Mr. Howden:

Q. May I ask if these special coal cars are very expensive?—A. They are not proportionately higher I think, than the grain car would be.

Mr. ARMSTRONG: We had an estimate given the other day of $3,500 per car.

The WITNESS: Railway men can answer that better than I can.

By Mr. Armstrong:

Q. Were you going on with some of the other dumpers, or have you anything more to suggest?—A. There are a number of these at different points, that I have seen in operation. This is made by the Brown Hoist & Conveying Co. at Toledo. The Baltimore & Ohio R. R. Co have one manufactured by McMyler, which is the same thing, of similar construction. It is not quite as substantial as the one installed by the Brown Hoist people but it is doing the work very well.

The CHAIRMAN: Will you take my seat for a few moments, Mr. Bury?

By Mr. Armstrong:

Q. We can keep these on file?—A. Yes. Those were given to me for the use of the Committee. I might say, gentlemen, that in each case where I interviewed these manufacturers, I explained fully to them what I wanted these for and they were very willing that these should go before the Committee, in fact prepared these for the Committee.

By the Vice Chairman:

Q. You were discussing the other dumper?—A. There is another type of dumper known as the rotating dumper, which is simply a big circular dumper.

By Mr. Armstrong:

Q. You are at the whirley dumper?—A. No, I am speaking of a dumper where the car runs in and locks and turns upside down just inside of a large circular construction.

By the Vice Chairman:

Q. Is that this one here?—A. No, that is this one (referring to photograph).

Q. You started on this second one; hadn't you better finish the second one?—A. This is similar to the first one.

Q. What do you call it?—A. McMyler tipple, called Exhibit 2; it is similar to the Brown Hoist & Conveying only built with a little different style of construction.

Q. The Brown Hoist is the first one you mentioned?—A. Brown Hoist was the first.

Q. Before you pass on. There is a considerable fall into the vessel?—A. In this case this spout is shown almost down. This is a very small barge of 300 to 400 tons. (Indicating on photograph.)

By Mr. Armstrong:

Q. What is the cost of this tipple?—A. I have not got that. It is about the same; it is a competitive tipple.

By the Vice Chairman:

Q. Does not this spout give a direct fall?—A. They can set that any way; it is adjustable. This one is very close up to the dock; it is a small barge.

Q. Are all of these the same?—A. No, I think I have some others.

Q. They are all of the same tipple. This is the spout, is it?—A. Yes, there is the spout. That is the same one showing the car upside down.

By Mr. MacDonald (Cape Breton South):

Q. What do you mean by collapsible spout?—A. One that draws up inside the other. As they unload it they can shorten the spout.

Q. A canvas thing?—A. Oh no, it is collapsible sheet metal.

Q. Something like a concertina?—A. Something like that—it is not just that way; it is a larger one draws over the smaller.

Q. Is it completely covered?—A. Yes; it is either circular or square box.

Q. This is the spout? (Indicating on photograph)—A. This is the main spout leading down and then the other is collapsible on the end of that; it goes down into the vessel.

Q. This whole track and everything upsets, is that it?—A. No, the track does not turn.

Q. Do not you fasten the car to the track?—A. To the track. That is on a special platform, just the same as you run on to a pair of scales.

Q. Don't you turn the whole— —A. Track and everything; that is, the platform and all.

By the Vice Chairman:

Q. It is really a platform?—A. Yes.

Q. With rails?—A. Yes. This second is a set of specifications of the McMyler Interstate Co. of Cleveland. They prepared that, and the photographs show the revolving dumper. This is used to a great extent in industrial plants for tipping over the complete car to a lower track, as described in these different photographs.

Q. This is rolling car dumper?—A. Yes.

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By Mr. Armstrong:

Q. Have you anything more to say to the Committee in regard to these dumpers, Mr. Draper? How would you unload, for instance, from one boat to the other; can you give us any information?—A. Unloading a boat, you mean, that has been loaded?

Q. With self-unloaders located on the boats. Would you tell us something about what kind of machinery it is?—A. There seems to have been great delay in tying up of boats at terminal points by inefficient dock facilities in unloading and it was to get something that would not delay the boat and that the boat could go into any terminal where there was no dock facilities to unload. So the self-unloader is installed on the boat which allows that boat to go into any terminal point and unload with its own machinery.

Q. Tell us how that unloading machinery operates?—A. The boat is constructed with bins and these bins have hopper bottoms. Each hopper can be opened and it allows the coal to just gradually slide down on to a belt which runs over idlers, in a semi-circular form, and that just conveys it out as fast as it falls, up to anywhere; that conveys it on shore to whatever distance they may wish, it having a radius of up to 70 feet. They can either put it in piles or unload on to cars or they can unload on to scows or other boats.

Q. How fast could they unload with those unloading machines?—A. 6,000 tons can be unloaded in about four to five hours.

Q. Is there much deterioration or breakage in the coal in handling it in handling it that way?—A. Very little. It is a very gentle movement and just handles it gradually, and once it is conveyed on the belt there is no breakage.

The VICE CHAIRMAN: We saw the belt in the grain elevator; I take it it is the same idea?

Mr. HOWDEN: The same idea.

By the Vice Chairman:

Q. The belt is run by idlers at the side?—A. Yes.

By Mr. Howden:

Q. I was just going to ask you how the coal was raised from the hold of the boat in the beginning?—A. These bunkers or bins are built up some distance from the bottom and the belt runs directly under the centre of the hopper.

By the Vice Chairman:

Q. And they open like that (indicating) and let it down on the belt and the belt keeps running along carrying the coal to its destination.

The WITNESS: There is a point I might make there, that probably the Committee will not think of. That is, if Alberta wishes to send down a number of different grades of coal it coud be so arranged in these boats that bins could be apportioned up so that they could put different qualities on and then unload each grade by itself.

By Mr. Howden:

Q. For a test?—A. Well, for a test, or if there was a number of different mines; it might be difficult to get 100 cars from one mine.

The VICE CHAIRMAN: One man might want coal from the Drumheller mine, and another man from another mine, and with the system of bins they can keep the different coals separate altogether, which would not be true with the ordinary dumping into a bottom where you would have all your coal mixed.

By Mr. Armstrong:

Q. What capacity are these boats?—A. The largest I know of for carrying coal is five to six thousand tons.

By Mr. Howden:

Q. Mr. Draper, I am not very clear yet. I understand all right about the bins opening up and the belt running underneath them, but that is pretty well down in the hold of the ship?—A. This is built up just far enough from the bottom that the conveyor can be built underneath it with the belt.

Q. Then it has to be raised over the gunwale of the ship, how do you get it up?—A. This belt takes an incline, do you see, and comes up. Some of them are built that they have two belts working towards the centre and then they send this incline in. Those are on idlers.

By Mr. Armstrong:

Q. The Pringle Barge Line Co., of Cleveland, have such boats?—A. Yes.

Q. Tell us something about how they operate?—A. The Pringle Barge line of Cleveland are carrying a great deal of coal to River St. Clair points. They are delivering this year to the Morton Salt Co., of Port Huron, about 125,000 tons; 240,000 tons to the Edison Company, and 100,000 to the Diamond Crystal Co., of St. Clair. They have just equipped a new barge, "Constitution" with one of those self-unloaders. I saw that working for a few minutes on Tuesday afternoon.

Q. You saw that working this week?—A. This week. Although the machinery is a little stiff and needed some adjusting it seemed to be an ideal condition. In talking with Mr. Pringle I told him I was coming down to this Committee and asked if I might say to the Committee, or at least if I might have his permission to invite the Committee, or anyone they cared to send to see this. He said that he would be very pleased, not only to have them come and see this but that he would be glad to have them come to Cleveland, if they wished, and see the unloading and the return of the boat, and see the entire operation, and he seemed rather anxious that that invitation be given to the Committee.

Q. What was the cost of installing that?—A. I am safe in saying it was upwards of half a million dollars.

Q. And that is the last word, practically, in unloading a boat?—A. Boat unloaders.

Q. Unloading machinery for handling coal for boats?—A. The same kind of boat has been used for a number of years, a great number of them, on the lakes for handling stone for the big Detroit works, Solway Process and Michigan Alkali, and the cement plants. Adjoining our works in Port Huron is the Egyptian Portland Cement Company; they have these self-unloading boats. Unloading stone is practically the same thing. On Tuesday afternoon I called at their works and got some information from them of the time it took to unload 10,000 tons, and they said from five to six hours. They figured the labour cost of unloading—I made a note of it—the cost of unloading lime stone at the Egyptian Portland Cement Co., Port Huron, 6/10ths of a cent per ton. That is labour and power.

Q. And coal could be unloaded as easily and as cheaply?—A. No, I would think stone would have the preference.

Q. How much of a preference?—A. That would be hard to determine. I would think coal would cost twice as much, at least, to unload, and take a little longer. But they unload 10,000 tons, and have been doing that for the past two years, on an average of from five to six hours. They load these same boats of 10,000 tons in an hour and a half to two hours.

Q. Where?—A. Alpena.

Q. That is in Michigan?—A. Michigan.

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By Mr. Bury:

Q. That would stand a good deal rougher handling?—A. Oh yes.

Q. And therefore could be loaded and unloaded quicker, is that right?—A. There just seemed to be a torrent of stone coming out from there.

By Mr. Howden:

Q. These self-unloaders would unload either on the dock or into another boat?—A. Oh yes, there it would make no difference.

Q. Is there a drop to that, or a chute at the end?—A. That is adjustable; they can raise or lower that any way they wish.

Q. Just raise it as the pile goes up?—A. Yes.

By Mr. Armstrong:

Q. There is one thing I am afraid of the Committee forgetting, Mr. Draper, and that is the fact that although you have lived, how many years in Port Huron in the United States?—A. Since 1900.

Q. That you have not taken out your naturalization papers and that you are still an enthusiastic Canadian?—A. That is true.

Q. Is that not true?—A. Yes.

Mr. GARLAND: That would not make any difference to this Committee. I would be willing to accept expert evidence from anybody.

Mr. ARMSTRONG: That is all right, but I merely place that statement on the record in order that there is no doubt about it. He is deserving of a lot of credit for gathering the information he has and giving it to the public of Canada.

By Mr. Howden:

Q. There is no question but that the self-unloading boat is an economical apparatus from the standpoint of expense?—A. Not only economical in the unloading of the coal but it has very judicious despatch for the boat. That is the main object of the Pringle Barge Co., in installing that. There was so much time lost from defects and slow unloading apparatus that they have installed those.

By the Chairman:

Q. From your general knowledge of the situation in Alberta, you are still convinced that Alberta coal of good quality can be shipped in open cars to Fort William, transhipped into ships or to vessels on the lakes, transported to Georgian Bay points or Lake Erie or Lake Ontario ports without very much degradation?—A. Less than any other way I think.

By Mr. Bury:

Q. Taking a boat of, say, 10,000 tons, what tonnage of coal would that carry?—A. An approximate estimate would be not to exceed six or seven thousand tons.

Q. Would that mean filling right up to the gunwale?—A. It would depend on the construction of the boat to a certain extent. Some of the cubic space is taken up in the tunnel that is left underneath.

Q. That is what I am talking about. You said that these boats had bins. Do you know if the bins were filled?—A. Yes.

Q. What tonnage would a boat like that carry?—A. Depends to a large extent on the construction. There is no reason why those bins could not come up above the deck space and specially constructed hatchways over the top of them.

Q. Yes, but without special construction and brought above the gunwale?—A. You take up some cargo space.

Q. I know you would. I am just trying to find out what would be the tonnage of coal held by the full bins of the vessels, as you know them now?—A. Six thousand tons on the Pringle Barge Co's barge, which is the largest that is on the lakes.

By Mr. Armstrong:

Q. What is the lowest price, which you have obtained information of, for loading and unloading coal?—A. I believe last year that some railways were making an estimate as low as five cents for unloading from cars to boat. Mr. Pringle advised me the other day that they were charging seven cents this year.

By the Chairman:

Q. That is in the United States with a very large volume?—A. That is at Toledo, based on eight million tons a year which is what the Hocking Valley unloads.

By Mr. Bury:

Q. And it was with the unloading plant that you describe?—A. Oh, yes, with the tipples.

By the Chairman:

Q. From open cars?—A. From open cars.

Q. You have told us that before?—A. You must also consider the size of the cars being used if it was all 100-ton cars it would be unloaded cheaper than 50-ton cars.

By Mr. Bury:

Q. What cars were they estimating their seven cents on?—A. A mixed lot of cars, none of them less than 50-ton.

Q. None of them less than 50-ton?—A. Yes.

Q. Were there many more than 50-ton?—A. Yes; a mixed train that I saw there were a good many that were very large. Run all the way up to 100-ton.

By the Chairman:

Q. But those cars are used in the coal service exclusively?—A. Yes.

By Mr. Gershaw:

Q. And unloaded from the boat to car, what would that come to?—A. From the boat to the car?

Q. Yes?—A. I have a great many—

Q. Supposing it was not being stored; passed direct from the boat to the car?

Mr. BURY: You mean by self-unloading boat?

Mr. GERSHAW: Yes.

The WITNESS: There are different ways of unloading, with a clam or with the whirley.

By Mr. Bury:

Q. We are talking now of self-unloading boat; what would be the cost of unloading that self-unloading boat on to cars?—A. I have only the information that Mr. Pringle gave me on that; ten cents would be a very remunerative price to make.

By Mr. Howden:

Q. From boat to car?—A. From boat to dock or car.

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By Mr. Bury:

Q. You mentioned nominal cost where the unloading was done by machinery on the dock itself?—A. Yes. I have a number of letters from men. I might read one from the Morton Salt Company of Port Huron, that Mr. Gates, the General Manager, addressed to myself.

By Mr. Armstrong:

Q. Perhaps if you would just give us the particulars we could put them on the record?—A. He says:

PORT HURON, Mich.,
JANUARY 25, 1926.

Mr. THOMAS DRAPER,
The Draper Mfg. Co.,
Port Huron, Mich.

Dear Mr. DRAPER,—I have your favour of the 21st inst. relative to the cost of loading and unloading coal from cars to boats and from boats to the dock. We do not load any coal from cars to boats; we unload from the boat to the dock, but it is a hard matter to give you costs that will be of any value to you.

The cost of unloading boats depends on the style or shape of the boat—for instance, we use a Mead-Morrison unloading rig with a three-ton clam. We have unloaded some boats for less than 3 cents a ton; others have cost as high as 5 cents or 6 cents, due to the trimming necessary to transfer the coal to where the clam could get at it.

Then, the size and style of the unloading rig have a lot to do with it, and if an automatic trimmer is used, it reduces the cost materially, for the greatest cost is in the trimming.

Yours very truly,
MORTON SALT COMPANY,
(Signed) JOHN P. GATES,
Manager.

Then I wrote Mr. Gates asking if this took care of the overhead, and eventually he replied:

PORT HURON, MICH.,
FEBRUARY 2, 1926.

Mr. THOS. DRAPER,
The Draper Mfg. Co.,
Port Huron, Mich.

DEAR MR. DRAPER,—I have your favour of the 1st inst., and note what you say about the information we gave you in our letter of January 25, regarding unloading of coal at our dock.

We did not add anything for depreciation, interest on investment, or wear and tear on machinery, as that cost is calculated by our Chicago office.

Yours very truly,
MORTON SALT COMPANY,
(Sgd.) JOHN P. GATES,
Manager.

Usually that type of unloading runs from 8 to 11 cents, depending on the conveniences. I have a great deal of data covering that, and probably the best information I can give you. I might say, gentlemen, this is not a breach of confidence because I told Mr. Gates what I wanted the information for.

By Mr. Howden:

Q. In unloading with a clam would you be able to put it in cars that way too?—A. Oh yes; the claim may have a very long arm for unloading; I have seen two up to 60 feet.

Q. And would it be able to put it in box cars?—A. Oh yes; they would permit them to load closer because the cars would be moving, than they would to pile. I had an interview with Mr. Doyle of the Pittsburg Coal Company, in Cleveland, probably the largest distributors of coal in the United States, owning their own barges and doing a very large business on the lakes and also down the Ohio and Mississippi Rivers. Mr. Doyle, in going over his books, gave me costs at different points. On the Ohio River it is mostly with barges; they have about 400-ton barges there. The highest cost was as high as 13 cents and it varied from 9 to 13 cents, according to the facilities on the dock. He looked up his books on the larger shipments up the lakes and I made a note at the time. On the Algonquin and Soo docks, with a two and a half ton bucket, their average was about seven cents.

By Mr. Armstrong:

Q. For loading or unloading?—A. Unloading from the barge to the dock.

By Mr. Bury:

Q. Seven cents?—A. About seven cents.

By the Chairman:

Q. That is the Soo on the Canadian side?—A. Well, I would not be quite sure of that. I think there is one dock on one side and the other on the other side. I think that is what he referred to.

By Mr. Garland:

Q. That would be unloading from the boats simply on to the dock in piles?—A. From boat to dock, yes.

Q. You mentioned a moment ago that these clam shells could be used for loading box cars?—A. Oh yes, the same thing could be used.

Q. Would not that require extra labour for trimming the car?

Mr. ARMSTRONG: You do not mean box cars with tops on them?

The WITNESS: At the same cost.

Mr. GARLAND: Yes, I want to make that clear.

The WITNESS: I am speaking of their cost into large piles.

By Mr. Garland:

Q. You can unload with clam shell into box cars?—A. Yes.

Q. Would that require more labour than loading into open car?—A. There would be a little trimming and a little extra expense in clearing the track of the waste that might fall over, it might be a few cents.

Q. Do you know the type of car Alberta coal is now transhipped in?—A. To a great extent in box cars. But I understand one reason of that is they have not very many coal cars in service.

Q. That is one point I want to bring out. To economically and efficiently transport that coal it would require the addition of a large number of open type cars, for example?—A. From what I have seen in making my trips in the West, I do not think that there is a very large number of gondola type cars in service in the western country, so it would probably need the equipment necessary to handle whatever capacity of coal they were shipping out.

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Q. A box car would hardly be suitable for this type of unloader?—A. No, I think not. I doubt if there is any large quantity of coal cars owned by the Canadian roads because it has been mostly American cars that have been coming into this country.

Q. They would practically have to fit up their railways with a new line of open gondola coal cars?—A. That would be necessary.

Q. To take advantage of this new type of machinery?—A. Yes.

The CHAIRMAN: And to be hauled as cheaply as it is being done in the United States, and to be handled as cheaply as Mr. Draper says it is being done in the United States, we would want to have large cars, 100-ton cars.

Mr. BURY: 50-ton.

The WITNESS: No, I do not make that statement. The average car in the United States to-day will run from 100,000 to 120,000; but these coal roads are gradually equipping themselves with a new type of cars, a larger type. That is what I say.

Mr. BURY: But, Mr. Draper does state that the open car was the only car that you could use this dumping machinery with—you were out of the room Mr. Garland, and I think that is a rather important point. He also suggests that if the movement is to the Head of the Lakes the time of exposure of the coal, even in the transhipment, is cut down accordingly, and that, in his opinion, the time required for shipment to the Head of the Lakes in the open car would not have much effect on the coal.

Mr. GARLAND: I was not bringing that point up. I am rather timid about that, as a matter of fact.

Mr. BURY: Yes, I know.

Mr. GARLAND: The evidence is not very complete, to be satisfactory, but I do not want to stress it.

The CHAIRMAN: Mr. Garland, I know just what your hesitation is about this situation up there. But we have been getting information that would make it appear very feasible to handle Alberta coal to the Head of the Lakes, and from the Head of the Lakes to points in Georgian Bay, Lake Huron and Lake Erie, at a rate which would bring it into competition with American coal. That is the situation we are trying to clear up.

By Mr. Armstrong:

Q. Mr. Draper, you have figures there in regard to loading and unloading. Will you place them on record, please?—A. Yes. There is another suggestion that I might offer the Committee if they care to have it, and that is that a 10,000 ton boat loaded to capacity is not safe to-day on the Great Lakes. The lowering of the water has been considerable, and I am told by lake captains that 18 feet is about as much as they could load to, so that the very large boats since the diversion of the water by Chicago has lowered the Lakes, have incurred a great loss to vessel-men. The larger boats cannot load to capacity.

By the Chairman:

Q. That is owing to the low water in the Sault Ste. Marie river?—A. Yes, and also at the Limestone crossing, Detroit. So that, unless there is a change in the level of the Lakes, or the diversion at Chicago entirely done away with, the loading of boats of the larger type to capacity is a thing of the past.

Q. Then you have further information in regard to rates that you wish to put on record?—A. There is a type of equipment shown here; this paper shows the application of various types of coal-handling equipment. It is a paper read before the Metropolitan Section of the American Society of Mechanical Engineers by Mr. George E. Titcomb, connected with the McMyler-Interstate Company of Bedford, Ohio, U.S.A. Cleveland is their headquarters.

By Mr. Armstrong:

Q. These statements are given to you as authentic?—A. Yes, this was read before an engineering society, and is authentic.

Q. Where was it read?—A. In New York, I think it was. This shows the cost of operation.

The CHAIRMAN: It is a very long document. You may quote what is more relevant to our situation here.

By Mr. Bury:

Q. Before you do that, will you describe the document from which you are giving the information?—A. It is a printed document with illustrations and at the head of it are the words: "Reprinted from the Dock and Harbour Authority, April, 1925." The paper is read by Mr. George E. Titcomb, and he describes different plants and gives the cost of them. Here is one at 7.44 cents, with a crawler crane. The cost per ton is 7.44 cents, made up of:—

	Cents
Operating	5.25
Maintenance	1.00
Interest and depreciation	1.19
Total	7.44

The equipment is illustrated and it is described as "Ten-ton crawler Tread Crane." It is shown unloading.

Then he also quotes the cost of operation at another plant. A description is "Type 'P' Crane, Dayton Light Heat & Power Company, Dayton, Ohio," cost per ton 6.89 cents.

Another type for unloading coke 2.86. That is a car dumper that dumps the entire car.

Another operation at 5.2, unloading.

Then he goes on to give the proportionate cost of each of the operators; the cost for oil, repairs, interest on investment, taxes and insurance, depreciation and obsolescence.

Q. Does that mean the cost for the charge he would make if he was operating the plant?—A. These are in operation at plants. Operating for their own convenience of unloading.

Q. Then, that is only the cost, that does not include interest?—A. Oh, yes. This item is made up of cost of operation; operator, $8 per day. Two helpers for dumping cars, $10, current, at one cent per ton, $7.50. This is for an entire day's operation. Oil, etc., $2, Repairs and Replacements, $4, Interest on investment at 6 per cent on $15,000—$3. Taxes and Insurance, $1.50. Depreciation and Obsolescence, $3, so that he has given the entire amount at $39.

Q. With interest on the overhead?—A. Yes.

By Mr. Armstrong:

Q. Then have you any other material to place on record?—A. Yes, I have a letter from the McMyler Interstate Company, which will substantiate some of the statements I have made. They give the cost of unloading 2,000,000 tons in eight months at 250,000 tons a month and that totals up to a cost of 7.2 cents per ton. All of the data is given.

Q. Then you told us something about Duluth. I understand that there is a hoisting equipment at Duluth, not at present being used that could be utilized in a test in handling Alberta coal?—A. I am not quite positive of that, Mr. Armstrong. I heard there was an unloading device in Duluth that was not in operation, that had been used formerly for iron ore, but the company

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had diverted the ore traffic to another terminal. I intended to investigate that, but owing to a late train, I had to make a different connection.

Q. Could you go back that way and investigate it?—A. I had a Canadian National ticket for their special train by way of Duluth and Chicago connecting with the Grand Trunk, and they diverted my ticket, via St. Paul, which was the only way I could reach here on time.

Mr. HOWDEN: Was not that point conceded? The fact that there was such a plant.

Mr. ARMSTRONG: Mr. Cuttle I believe did. And that is not necessary.

By Mr. Howden:

Q. One question with regard to these open cars. Will it be possible to furnish a tarpaulin cover to protect the coal? I have seen material transferred in open cars covered with a tarpaulin?—A. Yes, that would be very easily done. If it were necessary, but I do not think it is necessary to protect it for that short time.

Q. I do not think it is myself, but in the event of it becoming desirable or necessary, it could be done?—A. Yes.

By Mr. Armstrong:

Q. Would it interfere with the quality of the coal if water were put on it to a certain extent after it left the mine? It might make a little heavier weight on the car, but if it were necessary to cover it, there are jute rugs costing about $10. However, you substantiate that statement, Mr. Draper?—A. Yes, the tarpaulins can be used, if thought necessary.

Mr. GARLAND: It is suggested that we should make a movement of 500 tons of coal as a sort of experimental movement. At least, Ontario is going to take this up. The witness has stated that to make an economical use of the loading and unloading facilities we would require the gondola type cars. It is said that we would require about 4,500 cars out of a total western equipment of 36,000, running up to 278 train loads. We would not need all those cars because some of them would go back and continue in the movement, but I think it would be as well if the Committee would recall one of the C.N.R. or C.P.R. witnesses, and find out just what facilities they could supply us with for the movement of coal during the season.

The CHAIRMAN: Do you mean during the coming season?

Mr. GARLAND (Bow River): During any coming season. I think we would have to increase the rolling stock for moving coal.

Mr. ARMSTRONG: I think that would be very satisfactory, Mr. Garland.

Mr. GARLAND (Bow River): I think Mr. Crombie would be all right. If we could get him back, we could get his views on the present equipment. If we are to have a large movement of coal here, we might require additional rolling stock.

Mr. ARMSTRONG: I would like some further inquiry from Mr. Dougall.

Mr. GARLAND: Yes, he would be very good.

The CHAIRMAN: There may be other questions that will arise, and later we may take them.

By Mr. Armstrong:

Q. Have you figures that you are going to give us, Mr. Draper?—A. I have about my notes a few quotations from American mines. We wanted to place a hurry-up order for coal in December, and we wired the Indian-Run Coal Company, of West Virginia, and in reply they said, "Can furnish high-grade mine run coal at $1.65."

Q. You are dealing now with steam coal altogether?—A. Well, that is a coal that we use very generally for both domestic and steam.

Q. You use that type in your own home, do you?—A. Oh yes, we never make any difference.

Q. Have you any others that you can give the price at the mine?—A. The Burlington Coal Company, on December 20th quote on Big Eagle two and a half screened lump, $1.90 at the mines.

Here is a circular from the Southern Coal Company, quoting different prices all the way from $1.25 for slack and nut, up to $2.85. We have another from the United Coal & Coke Company, Columbus, Ohio, $1.65 f.o.b. mines. I have taken these from our files.

Q. Have you investigated to any extent the burning of coke and domestic coal together, and if so, with what effect?—A. That has been a hobby with me for a good many years; the burning of mixed fuels. In my own home during the years of the war, when it was very difficult to get good coal, we had nothing but slack, and I used it in connection with the fine dust or breeze that we take from our foundry coke pile, and I found that by burning that mixed fuel and putting a little of the dry coke over the top of the slack coal, and then opening my dampers and letting it burn from the outside, it would burn the smoke off, and then we could close the dampers, and it would form a big lump of coke. We burned the mixed fuel in that way of slack and dust very successfully in our home all winter.

By Mr. Howden:

Q. You made a little coke there in the fire?—A. Yes, it was using the principle of coking. There is very little hard coal used in the western States, or in the State of Michigan. Two months ago, several companies stated that last winter they did not think ten per cent was used in Michigan of anthracite, or not more than that, and about 90 per cent bituminous coal.

By Mr. Armstrong:

Q. Does not that apply to the whole of the State of Michigan?—A. I think it applies to the whole of the middle and western States.

By the Chairman:

Q. As a matter of fact, there is very little anthracite coal used west of the Atlantic States?—A. Very little.

By Mr. Armstrong:

Q. Have you any other suggestions to make to the Committee, Mr. Draper?—A. I think not, sir.

By Mr. Garland (Bow River):

Q. You know the present rate to Toronto from Alberta, Mr. Draper?—A. I have read frequently that the railroads claim that $9 is the rate.

Q. They are not quoting even that rate. Do you know the rates to Fort William?—A. No, I cannot say that I do.

Mr. ARMSTRONG: Five dollars forty to Fort William is the coal rate. That is in proportion to the $9 rate, as Mr. Vaughan stated the other day.

Mr. GARLAND: But that $5.40 is not a rate that is quoted yet?

The CHAIRMAN: No.

Mr. GARLAND: There might be difficulty there.

The CHAIRMAN: The fact is that we have not had any specific statement of what the rate would be on coal from Alberta.

Mr. HOWDEN: That rate was given in former inquiries, and it was stated that it had been used in moving coal down.

The CHAIRMAN: As an experiment.

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By Mr. Garland (Bow River):

Q. Can you now give us the cost of transporting coal from Fort William, including the costs of loading and unloading, to points on the lakes?—A. The coal transporting company has said to me that one dollar a ton would be a very attractive rate to any port on Lake Erie, and that ten cents for loading and ten cents for unloading would take care of the charges. That would make $1.20 for transfer from the cars at the head of the lakes.

Q. And that would include the loading the cars on the dock at destination? —A. Yes. On the cars or on the dock, these would be the charges. I do not think there would be any difference whether it was cars or on the dock.

Q. Then there would be the local rate from these points?—A. Yes. That rate of $1.20 would be a maximum rate I would think.

Mr. ARMSTRONG: Mr. Cuttle of the Canada Steamships offered us a rate the other day of about half that.

WITNESS: I would expect that that rate would be cut considerably.

By Mr. Armstrong:

Q. Still, there is no reason why that rate could not be put into effect?—A. Well, it is less than the $7 that they were asking for.

By Mr. Garland (Bow River):

Q. Can you tell us the present cost of the coal itself, that is, can you give us the transportation costs of the coal laid down at Ontario points to-day, I mean American coal?—A. No, I can not without reference to the zoning. They zone their coal along certain lines. Up to a certain point, it is a certain price, and beyond that, another price, so I would have to know the definite points before I could give that.

Q. If we were going to run in competition with American coal at these lake points, we would have to be able to quote a more favourable rate than they are now quoting, than the total of $6.50 laid down. I was wondering if they were laying down their coal at lake points for less than that. If so, we would be up against that problem?—A. The $9 rate included the distribution, did it not?

Q. No, the $9 rate was a rate which the C.N.R. conceded to us as the lowest possible cost rate at which they would move coal to any point in Ontario, but did not include the distribution of the coal, simply to lay it down in a place like Ottawa or Hamilton?—A. I have no comment on that.

Mr. HOWDEN: Mr. Chairman, I would like to express my appreciation of the evidence we have received to-day. I think on behalf of the Committee, I may suggest that we are all very grateful to Mr. Draper.

The CHAIRMAN: Yes, I wish to convey to Mr. Draper our appreciation of the information we have received from him to-day. It is really very interesting and valuable, and will assist materially in bringing the proceedings of our Committee to an earlier close.

Mr. ARMSTRONG: I would like to personally express to Mr. Draper, and place it on the record, that I am very grateful for the information that he has furnished to me from time to time, at my request, and without my request, in connection with this matter.

Mr. DRAPER: Mr. Chairman, and gentlemen, I appreciate very much the honour of being called before you, and I hope we can get Alberta coal down into Ontario so that there shall be no more American coal coming it.

The CHAIRMAN: We will adjourn now until eleven o'clock to-morrow morning.

Witness discharged.

The Committee adjourned until Friday, June 11th, at 11 o'clock, a.m.

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236-A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 9

MINUTES OF PROCEEDINGS AND EVIDENCE

FRIDAY, JUNE 11, 1926

WITNESSES HEARD FOR EVIDENCE:

Mr. J. A. Ellis, Fuel Controller for Ontario.
Mr. W. J. Halpin, Vice-President of the John Heney & Son, Limited, Ottawa.

OTTAWA
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1926

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236B

ADDENDA

Extracts from letters from Consumers of Alberta Coal.

Statement showing the Distribution of Alberta Coal (10,000 tons in 1923).

Places in Ontario to which Alberta Coal was shipped. (Submitted by Mr. J. A. Ellis).

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
FRIDAY, June 11, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Flemming, Garland (Bow River), Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.

In attendance:—Mr. J. A. Ellis, Fuel Controller for Ontario, and Mr. W. J. Halpin, Vice-President of the John Heney & Son, Limited, Ottawa.

The Minutes of the last Meeting were read and approved.

Mr. Bury, Vice-Chairman, directed the Clerk's attention to corrections to be made in the minutes of evidence, as follows:—At page 200, in all but last line, the word "Cantley" should be Camsell; at pages 212 and 213, the name "Kershaw" should be Gershaw; at page 214, line 18, insert after the word "whole" the words one-third.

The Clerk, in his printer's copy of the minutes of proceedings of Thursday, June 10, inadvertently omitted to write after line twenty-four thereof, the following paragraph:—

> The Committee, upon the suggestion of the Chairman, also considered the advisability of securing for evidence to be given before the Committee, the Honourable G. S. Harrington, Minister of Public Works and Mines of Nova Scotia, also Mr. John T. Stirling, Chief Inspector of Mines of Alberta, and also for further examination, Mr. David Crombie of the C.N.R. This question will be further considered under the order of Business for next Meetings.

The Committee upon resuming consideration of definite information which Mr. Armstrong had proposed at the last meeting to obtain from the Honourable the Premier of Alberta, agreed to the following questions to be sent him by telegram on the motion of Mr. Armstrong which was seconded by Mr. Garland (Bow River):—

1. What is the lowest price that mine owners in Alberta will load 500,000 tons best grade of Alberta domestic coal on cars at the mines, for shipment to Ontario?
2. Will the Alberta Government cancel or reduce Government dues on all coal shipped to Ontario, and if a reduction is made, to what extent?
3. Will the Alberta government be responsible for the examining and selecting of all shipments of coal to Ontario?

The Committee then proceeded to consider the evidence given by Mr. Ellis and Mr. Halpin, who, after being sworn were examined by the Chairman, Mr. Armstrong, Mr. Bury, Mr. Garland, Mr. Flemming, Mr. Howden, Mr. McDonald, Mr. McLean and Mr. Neill. (See evidence herein).

In the course of the evidence given by Mr. Ellis, certain data was ordered to be incorporated in the record. (See Addenda).

Mr. Halpin was examined upon the classes of coal his Company handled, costs of distribution, etc. A letter dated June 7, setting forth the comparative tonnage of each class of coal handled during the year ended March 31, 1926, was ordered to be incorporated in the record.

Witnesses Mr. Ellis and Mr. Halpin were discharged.

The Committee then adjourned until Tuesday, June 15, at 3 o'clock p.m.

V. CLOUTIER,
Clerk of the Committee.

23242—1½

KELCOUR PAPER, Series 3 (W.C. 2", I, M...)

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MINUTES OF EVIDENCE

COMMITTEE ROOM 425.
HOUSE OF COMMONS.
FRIDAY, June 11, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 11 a.m., the Chairman, Mr. Lapierre, presiding.

JAMES A. ELLIS, called and sworn.

By the Chairman:

Q. Mr. Ellis, you are the Fuel Controller for Ontario?—A. Yes.
Q. You have handled Alberta coal in the Province of Ontario?—A. Yes.
Q. You are familiar with the situation more or less?—A. Yes.
Q. In the Alberta coal area?—A. Yes.
Q. Will you state to the Committee what your experience has been with Alberta coal under your supervision in the Province of Ontario?—A. Well, dealing first with Alberta coal. I had thought of making a general statement with regard to the quantity of coal consumed in Ontario, and what changes there have been in the different kinds of coal in the last two or three years, because that is of some importance when you are discussing getting something else besides American anthracite. To find what quantity you really need and what changes there have been brought about in different way, because that gives some indication of what further changes might be made. However, I can give you that after.

I will first take up this question of Alberta coal. Some three years ago, something like five or ten thousand tons of Alberta coal came in, but last winter we brought in 75,000 tons. Now of necessity, in dealing with that, I had to get some little acquaintance with the various mines in Alberta and with the cost of the coal of different qualities. I have a list here of the prices of Alberta coal; this is what it was actually sold at in the Ontario shipments. The prices vary from $5.50 to $3.50.

By Mr. Bury:

Q. That is at the pit mouth?—A. At the pit mouth, yes. $5.50 is the only one that is in the Saunder's Creek district. Saunders Ridge, their usual price, I think, is $5.50 but they shiped at $5. The Drumheller mines are most of them $4, some of them a little under $4; $3.95, $3.95 and $3.75, for single screened; that was the Northwestern Fuel. Edmonton coals were $3.50; that is Lakeside and Penn. I will leave this list; I need not read it now.

Prices of Alberta coal

Lakeside	$3 50
Penn	3 50
N. Western Fuel Supply—	
S.S. Lp	3 75
D.S. Lp	3 95
Western Commercial	3 95
Atlas Coal Co	4 00
Alberta Central Distributors	4 00
Alexo Coal Co	5 50

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Prices of Alberta coal—Con.

Saunders Ridge	5 00
Marcus	3 00
Midland Lump	3 95
Western Gem	4 00
Rosedale	4 00
Rosedeer (Doyle)	4 00

Like everything else, when a new thing comes into a new market, naturally the people at first are not very well acquainted with it and do not know exactly, perhaps, what is the best thing to do about it. But with this coal having come in there has begun to be some knowledge on the part of the Ontario purchasers as to the different grades of coal in Edmonton and of the different mines.

Q. You said Edmonton; did you intend to say Edmonton or Alberta?—A. The Edmonton field. Their coal is 50 cents less than the Drumheller. I have had a great many interviews with various operators at different times from Alberta, and the general impression I have got from them is that if there was a large market in Ontario they would consider trying to bring the price down 25 to 50 cents.

By the Chairman:

Q. From the prices just quoted?—A. From the prices quoted. Those are the actual sale prices last winter. I do not know whether they will be able to do it or not. I suppose much depends on the wages of the men and that kind of thing, but I am satisfied the prices will be a little less if they are pretty sure of a market.

This coal was ordered through me. The reason for that was because we had to guarantee, the Province of Ontario guaranteed to the Canadian National the freight rate of seven dollars. And we had to pay up very promptly, a few days after we got the freight bills. We did not collect it quite as quick as that. However, we protected ourselves by taking bank guarantees from the people who bought the coal. In that way nobody could get any Alberta coal unless it came through my office. That being the situation it enabled me to make some kind of working arrangement with the Alberta officials, in this way; that if they would notify me of mines which were not desirable to ship coal to Ontario from, I would simply tell people who sent in orders for those mines that they had better not order there. I do not know that I did it roughly or anything of that kind, perhaps I gave them gentle hints at the time, but in that way I did try to get them, in conjunction with the Alberta officials, the better grade of coals. It is very desirable there should be the better grades of coals. Of course, in Alberta you have got a large number of various varieties of coals. On the other hand, if people want a cheaper coal and know what they are buying, I do not see any particular objection to their having it.

Q. Is there any demand for that cheaper coal?—A. There was some demand, yes; there was some demand, but the people knew what they were getting. That is the advice I have given them all along; nobody need be deceived in knowing what they have purchased.

My view is that the best grade of coal is the largest lump coal. There are different reasons for that. Some people would insist, against my advice, in getting Chestnut coal or Stove coal. Well, Stove is bad enough for this market, but Chestnut is much worse. It is very much cheaper and I think that was the principal reason; they would get that perhaps $2.50 a ton.

Q. That is run of mine?—A. Not run of mine, no, Chestnut coal. They have been so used to American coal and the grades of American coal that a good many of them cannot think of anything except the same sizes as American coal. On the other hand, there is no doubt to my mind that Alberta Lump is

the best for use here. Some of the lumps, of course, from the Saunders Ridge district, particularly, were very, very large, and it is not desirable to have them too big. These are matters that might rightly be matters of education, that is all; no serious difficulty about it. As I said, some people would insist on getting Chestnut size, for example, and then they complained and said it was no good. All I could say, without being too rude, was, "Did not I tell you that." I mean, that is about all that could be done there.

By Mr. Garland:

Q. Why was it no good?—A. It disintegrates in any case, and the smaller it is the more it disintegrates. When you start in Chestnut size and there is a large disintegration, you have got slack when it lands.

Now, with regard to the future market; I want to say something about that. I would like you to bear this thing in mind with regard to what has been said. I have a list here to which Alberta coal was shipped. I can leave you a copy of it, if you would care to use it. It was shipped to about 250 places, and this is a list of the places to which it was shipped.

By Mr. Bury:

Q. Just before you go on. Have you got also there the names of the mines, or the coal companies from which it came?—A. No, but I can tell you from memory pretty much where the coal came from.

Q. That list does not contain that?—A. No.

By Mr. Armstrong:

Q. Could you put those names on record here?—A. Yes. This is only with relation to the 50,000 tons. I thought perhaps this was enough for the purposes of the Committee. You see, 50,000 tons came in one shipment and the 75,000 tons was spread over last winter and part of it this spring.

By Mr. Bury:

Q. Is this the first 50,000?—A. No, this is the 50,000 that came in February and March. It went to about 250 places, 258 to be exact. In looking over that you will find 258 places. 50,000 tons is not very much, to spread around. I do not think you could get more than 200 more places in Ontario, or at least not more than 250.

By the Chairman:

Q. You mean by that, coal all over Ontario?—A. All over Ontario.

By Mr. Armstrong:

Q. You mean by that, coal dealers?—A. Coal dealers largely. For example, the U.F.O. got about 200 cars and distributed it to their various Associations throughout the Province. I was very glad they did, for this reason—not because it was the U.F.O. or any other organization, I would have been glad to have them do it—but for this reason.

By Mr. Flemming:

Q. Did you make distribution to points east of Toronto?—A. Oh yes, all over the Province, except, rather curiously, Windsor district. North, east and west; largely central, of course.

By the Chairman:

Q. How far north?—A. Up to Cochrane. There was a fair quantity went to Sudbury; I mean, in comparison with other places. The point that I want to make about that is this. We consume for domestic purposes something like

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three million tons a year. Now, a big bulk of that is in the large centres, such as Toronto. Toronto and the suburbs, perhaps take one-third of that; and there is also Hamilton and London and Windsor. Then you come to a very large number of small places, a lot of which I have on this list. What happens there is that they are not as well served, there is no doubt about that, as the larger places. The dealer in the large centre has sometimes a little preference. Naturally the dealer in a small place, especially if it is a very small place where they only need a few cars a year, if there is any shortage especially, and even in the best times, he is not always sure of getting coal. "It is not worth bothering very much about him," is the attitude taken.

Q. Is the same preference given to the large centres with American coal? —A. Undoubtedly; that is what I was referring to, American coal.

By Mr. Bury:

Q. In any case, Mr. Ellis, the preference was due, in the case of Alberta coal, to the fact that you had a limited quantity coming through, is not that right?—A. I gave preference to the small places.

Q. Yes, but I know; but the dealers were rationed anyway?—A. Well, to a certain extent. You see, where a small place wanted Alberta coal I let them have it without any hesitation; when a large centre was wanting too much I cut them down.

By Mr. MacDonald (Cape Breton South):

Q. Before you ordered the coal from Alberta did you have requisitions in from these various places for it, or did you just order it?—A. We always got an order.

Q. You always got the order first?—A. With a bank guarantee for the freight; oh, yes.

Q. How would you take that man's coal away from him and give it to anybody else?—A. I did not. What I mean is this: Suppose a man in the usual way ordered, say, 50 cars or 100 cars. I would say, "I won't let you have it, you will get 20," or something like that.

Q. You were a sort of clearing house for Ontario; they all sent their requisitions to you and you ordered it according to your requirements?—A. Yes.

By Mr. Armstrong:

Q. How many thousand tons of orders did you receive from people that you were unable to fill?—A. Oh, about 30,000.

Q. I merely put that question in before I forget it.

Mr. HOWDEN: He has not finished his statement.

The WITNESS: I think there is no question if the $7 freight rate was continued we could have quite readily brought in another 100,000 tons, and perhaps by the end of the winter another 100,000. I think there is a prospective market; well, certainly not more than 200,000 tons to begin with. You see it is a little difficult and I doubt if we could take 200,000 tons if it starts again. The people had got accustomed to Alberta coal in a good many districts and that has been broken off. It is unfortunate, but there is the situation.

By Mr. Armstrong:

Q. Do you think you could handle 500,000 tons?—A. Not all at once, no.

Q. You mean, inside of a year?—A. No, I do not. I think that the most that we could handle inside a year would be—if the coal can be brought to Ontario at a price not exceeding $11, or $10.50 would be better—that the best that can be brought would perhaps be 150,000. I think it would increase every year but it would take three or four or five years, in my view, to reach half a million tons.

By Mr. Macdonald (Cape Breton South):

Q. Taking that figure at $11; what is American coal in competition?—A. The only comparable coal is the Pocahontas.

By the Chairman:

Q. What is that sold at in Toronto?—A. It is sold at about $12 to $12.50.

Q. Can you give us, approximately, how much of that Pocahontas coal is brought into Ontario, or was brought in last year?—A. It was brought in as bituminous, it came under that classification. However, I have made the best estimate I could of that; in dealing with the general statement I will deal with that.

By Mr. Bury:

Q. Is that bituminous coal or sub-bituminous coal?—A. Oh well, it is a first-class coal, there is no question about that.

Q. Good domestic coal?—A. First-class domestic coal, and the people like it very well, those who have used it. It is pretty much in the same class with Alberta coal; whether it is a little better or a little worse, I do not want to express any opinion. However, they are in the same class.

By the Chairman:

Q. What is the price to the consumer in Toronto for Pocahontas coal? —A. It is about $12 now.

By Mr. Flemming:

Q. Does that include the distribution cost?—A. Oh yes. $12 or $12.50.

By Mr. Garland:

Q. The demand for Pocahontas far exceeds the supply?—A. Undoubtedly; there is no question a very large amount of coal was sold as Pocahontas which never came from there, could not be. There is no question about it because they sold more than the mines ever produced; that covers the States too. However, these things will happen, you know, in a time of scarcity.

Coming back, then, to the Alberta coal. As I said, the U.F.O. distributed 200 cars. This list will show that there has been a very wide distribution and a very large number of small places have got coal. In my view, the future of Alberta coal is that you are going to find it difficult to break into the large centres. That might come by degrees, but your market, undoubtedly, is in the small places. It has taken already there and they want it again. I do not think there is any doubt about it, the big majority of people who have had it. With the larger places you have got to meet the competition of the American anthracite, and also coke, and got to meet many things. Coal dealers, wherever they are, in a large place or a small place, will sell the public want, there is no doubt about that. Five years ago very many dealers did not care about handling coke, but I think everybody is handling it to-day. The first thing, to my mind, is to make a market through the small places as much as possible, the larger places will probably come by degrees.

By Mr. Armstrong:

Q. If a barrier was raised against American coal coming in there would be no trouble in disposing of Alberta coal?—A. I tell you the difficulty about that is this: Outside of the domestic supply, which is some three million tons, you have got an industrial supply of American coal, that is bituminous coal, that is

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practically all American coal, and it averages twelve million tons a year. Now, you see if you put any duty—I am not in politics and should not, perhaps express any opinion; I am only giving you the figures as I find them, and the facts—but if you put a duty on American bituminous coal, a dollar a ton, for example, you inevitably charge the people of Ontario $12,000,0000 a year.

By Mr. Bury:

Q. Leaving out steam coal, or industrial coal. I think the feeling of the Committee is that Alberta steam coal cannot hope to compete?—A. Oh no, no question at all.

Q. But it is a question of the domestic coal?

Mr. ARMSTRONG: We are talking of domestic coal entirely.

Mr. GARLAND: Mr. Armstrong's question relates to coke.

The WITNESS: Coke?

By Mr. Garland:

Q. Yes.—A. Oh, a duty on coke. So far as I can figure, the coke that was used last year was about—perhaps we can go back to the Alberta coal after this is just dealing with the general situation—in 1921 the anthracite consumed in Ontario was 3,024,304 tons; bituminous was 8,854,892 tons. Well, I can leave this with you; I need not bother with all these figures.

Mr. ARMSTRONG: Why not put them in?

Coal Year—1st April, 1925, to 31st March, 1926—
Consumption about 3,000,000

		Per Cent.
U. S. Anthracite, actual importations	1,615,625	= 55
Coke, about	900,000	= 29
Pocahontas and other U. S. Bit., about	350,000	= 11
Welsh anthracite, about	75,000	= 2½
Alberta, actual	75,000	= 2½

Calendar years in short tons—

	Anthracite	Bituminous
1921	3,024,304	8,854,892
1922*	1,573,545	7,917,917
1923	2,999,919	11,048,490
1924	2,689,093	10,737,848
1925	2,234,049	9,884,710

1926 to April 30, 411,888.

*Strike Year, anth.

Anthracite—Prices, Gross Ton—

	Company	Ind.
1921-2	$8 15—$8 35	$9 25—$11 00
1923	8 75— 9 25	9 85— 11 50

Freight rate to Toronto—$4 56 per gross ton.
Freight rate to Ottawa—$5 31 per gross ton.

Bituminous—Prices, Gross Ton—

	Per gross ton
Freight rate to Suspension Bridge	$2 09
Freight rate to Toronto	3 09
Freight rate to Guelph	3 49

Coke—Calendar year, 1925—

		Tons
Imported		739,104
Produced	761,149	
Exported	19,438	
		741,711
Apparent consumption		1,480,815

Prices of Alberta coal—

Lakeside	$3 50
Penn	3 50
N. Western Fuel Supply Co. S.S.Lp.	3 75
N. Western Fuel Supply Co. D.S.Lp.	3 95
Western Commercial	3 95
Atlas Coal Co.	4 00
Alberta Central Distributors	4 00
Jewell Collieries	4 00
Alexo Coal Co.	5 50
Saunders Ridge	5 00
Marcus	3 50
Midland Lump	3 95
Western Gem	4 00
Rosedale	4 00
Rosedeer (Doyle)	4 00

By Mr. MacDonald (Cape Breton S.):

Q. Just read them so that we can get an idea as we go along?—A. Then in 1922 anthracite fell down to approximately one million and a half tons, and in that year the bituminous about eight millions. 1923; the anthracite came back to about three million tons, and the bituminous was eleven million tons. I should say that the public got generally irritated here, and perhaps in the States, about these constant strikes in the American anthracite field and after the strike being settled always an increase to the consumer.

By Mr. Flemming:

Q. That is to pay the bill?—A. Whatever it is for the public began to get rather tired. In 1924, about three million tons less of American anthracite.

By Mr. Garland:

Q. Three million tons?—A. No, 300,000; that is about ten per cent. The opinion I have is that was entirely taken up by coke, that is, something like that quantity was sold in that year. In 1925—this, of course, was another strike year—2,234,049 tons, and bituminous, about ten million. What I have given you is the calendar year. What I am giving now is in the coal year, which is from the 1st of April, 1925, to the 1st of April, 1926. American anthracite coal, the actual importation, was 1,615,625. Coke—the best estimate I can make—900,000 tons.

By the Chairman:

Q. What proportion of that was American coke?—A. As near as I can tell, about half. Pocahontas and other American bituminous coals, that is for domestic consumption, about 350,000 tons. Welsh anthracite, about 75,000 tons; Alberta coal, actual, 75,000 tons. Now that means, in percentages, American 55 per cent, coke 29 per cent, Pocahontas and other American bituminous coals of

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that character 11 per cent, Welsh anthracite 2½ per cent and Alberta 2½ per cent. In 1922 my life was a burden. There was a shortage of coal and we only got 60 per cent of our usual supply. Everybody would use nothing, or at least they said they would not, except American anthracite. You could not persuade them, no matter what you said, they would not try Pocahontas or Welsh coal or coke or anything else. My staff dreaded going to the office for weeks and weeks. We had people say that they wanted a ton of anthracite and when they went to get it they would be advised they could get some anthracite with some Pocahontas or some coke, or something of that kind; they would not take it. they would freeze. That was about the situation.

By the Chairman:

Q. You have reference to 1922?—A. 1922. Since then there has been considerable propaganda or discussion and one thing and another, and the people, I think, are changing. Last winter, as far as I was concerned, although we got almost the same, 55 per cent, almost the same quantity of American anthracite, I had no trouble. The people had turned to coke, to Pocahontas, and a little Welsh coal and whatever Alberta coal they could get. My conviction is this from what information I can gather—I do not know whether the American operators would like it or not—but my honest opinion is that they lost thirty per cent of their market that they will never get back; that is my conviction.

By Mr. Armstrong:

Q. That is the anthracite market?—A. That is the anthracite people. It depends entirely on what is done about coke, Alberta coal and Welsh anthracite. My view is that if you want substitutes for American anthracite, now and always, Welsh coal is better than American; second, coke, and Alberta coal. If you want substitutes for American anthracite, I class, as I said, American anthracite before coke and Alberta coal.

By the Chairman:

Q. But not before Welsh coal?—A. I won't class Welsh coal below anything, personally. One reason why the public are turning to substitutes for American anthracite is because they think the price of American anthracite is too high and they do not like this going up in price after every strike. Now, in considering substitutes you have got to bear that in mind, of course; if you do not have the proper difference between American anthracite and coke and Alberta coal the people will go back to American anthracite or coke, and Alberta coal will be out. You have got to preserve a proper difference. That is my view for it. I think you must quote coke or Alberta coal to sell at no greater price than $2 less than American anthracite. If you do, as I said before, American anthracite will come back again and stay.

By Mr. Armstrong:

Q. Yesterday we had a man here who lives on the other side and he said that in the State of Michigan ninety per cent of the coal used as domestic coal was bituminous coal?—A. I would not be surprised.

Q. Why cannot the people of Ontario use bituminous coal instead of anthracite?—A. They can. As I said before the Senate Committee three or four years ago, it is just like a man who has been used to one particular breakfast food all his life and he has persuaded himself there is nothing on earth will keep him alive except that particular thing.

By Mr. Garland:

Q. That can be overcome by education?—A. Exactly; just a question of education. It is overcome to some extent in Ontario already, as is indicated by the consumption of other fuels.

By the Chairman:

Q. Is there any falling off in the quality of anthracite coming from Pennsylvania?—A. Well, the general impression is that it contains a little more slate than it used to in years gone by. Then there is this difference; the coals I have mentioned, that is Welsh anthracite, coke and Alberta coal, and those bituminous coals that can be used for domestic purposes, the quantity of ash is greatly less than that of American anthracite. From my experience—I have used anthracite for some years—I should say it is not much more than a third. Of course, on the other hand, the heating power, outside of Welsh coal, which is the best, better than American, of coke and Alberta coal is not as high; you do not get the burning qualities out of them which you do out of American anthracite. That is why there must be a difference in the price. Then both of them have the advantage of having very much less ash. It may be prejudice as far as Ontario is concerned, but it is beginning to be a little prejudiced against American anthracite. They are willing to turn to something else if they get a reasonable chance.

By Mr. Armstrong:

Q. This is the time to make the change?—A. Now, with regard to Alberta coal. To my mind, you cannot do anything with it unless you can lay it down on the docks in Ontario at not more than $7. There is not a bit of use in thinking about $7.50 or $8.

By Mr. Bury:

Q. You mean a seven-dollar freight rate?—A. Oh, yes. Not more than four dollars for the coal.

By Mr. Flemming:

Q. Your delivered price would be around $11?—A. No, you have to allow for distribution. I received many complaints from people that they were charged as much as $15. When I took further orders I made it a condition they were not to charge more than $2.50 for cartage and overhead expenses and handling and profit and everything else, except in cities like Toronto, where a municipal by-law existed that it had to be delivered in bags. I allowed 50 cents more for that. That made it, you see, $11 and $2.50; $13.50.

Q. As compared with what price for anthracite?—A. Well, in Toronto anthracite to-day is $15.25 for nut, and $15.75 for the other grades.

By Mr. Bury:

Q. So long as there is two dollars difference between the coals the Alberta coal would be all right?—A. Yes; that is my conclusion, that there must be that difference. I think it is possible that the operators in Alberta might be able to come down a little but I doubt if they would be able to come down more than 25 cents from the prices I have handed in.

By the Chairman:

Q. But all your figures are based on the seven-dollar rail rate?—A. Yes, absolutely; without that it is perfectly hopeless.

By Mr. Bury:

Q. The main thing is this: that Alberta coal, if it is to compete, must be put on the market at not more than $13.50 a ton?—A. That is right.

Q. To the consumer?—A. To the consumer, that is the proposition, a price not exceeding that. Of course, if you could make it less the more you would get.

By the Chairman:

Q. That practically means $11 alongside?—A. Yes.

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By Mr. Armstrong:

Q. Have you covered all your report or statement that you wish to make, Mr. Ellis? I have a few questions I would like to ask.—A. Well now, something was said——

By Mr. Bury:

Q. Before you go on to that, just before you answer Mr. Armstrong's question; the price is $11 f.o.b. Toronto, and then you charge, you say, $2.50 for the distribution charges and all the rest of it?—A. Yes.

Q. And does that include bagging?—A. I allow 50 cents extra for that.

Q. That would bring it up to $14 a ton bagged and delivered in Toronto? —A. In Toronto, but in practically every other place $13.50.

Q. I understand that.—A. I might say that roughly two-thirds of the coal that was brought in, of the 75,000 tons, came from the Drumheller field. One-third, about, from the Edmonton field; very little from the Saunders Creek. Nothing, of course, from Lethbridge because that is on the C.P.R., and that is the difficulty there. I have given practically all the mines from which coal came. Just before that, I might say that I understand that the Alberta Government did make every effort, through inspectors, to see that nothing except the very best coal was shipped here. There have been some complaints, it is true, but nothing I think that reflects at all on the Alberta operators.

By Mr. Garland:

Q. Most of the complaints were in the way of shortages, were they not?—A. Yes; and the trouble about that is that the railway weighs the coal. I have had some complaints on that, yes. I have advised the people to make claims but nothing has come of it. Of course, these shortages do not arise from wrong weighing. I think they arise from leakages in the car in transit because I know of one case particularly where a man went to unload his coal and he found there was practically none in one end, that there was a hole in the car. He did not get anything from the railway company at all because the railway company said that he should have drawn the attention of their agent to it when he unloaded. However, you have some cases like that. You could not help it. My own opinion is that practically all the cases of shortage were loss in transit.

By the Chairman:

Q. This was emergency shipment. That could very well be prevented if there was regular shipments?—A. Oh, yes. You see, on shipment like this they did not use all the best cars.

By Mr. Bury:

Q. And they were purposely using small cars because they wanted a wider distribution; is not that right?—A. Yes.

Q. Is Edmonton mines down in that list you give there?—A. Yes.

By Mr. Garland:

Q. Do the Alberta operators sell by the short or long ton?—A. Short.

Q. There is no leeway then?—A. No; if there was we would be in a different situation.

Q. No complaint at all as to the quality of the coal?—A. No, except in a few cases where they got small sizes.

Q. That was the fault of the buyer?—A. Oh, as to burning quality, no.

By Mr. Armstrong:

Q. Or as to the grades?—A. No. I have had no particular complaint as to that. Incidentally I can file this with you, if you care about using it. It

is just expressions of quite a number of people who bought coal and what their customers say about it.

Mr. BURY: I would like this filed.

By Mr. Armstrong:

Q. Are they all praising Alberta coal?—A. Without exception.

Q. Or have you some of them that criticize it?—A. I did not get any that was adverse.

Q. I will have to send you some?—A. Well, I have not had any.

By Mr. Garland:

Q. Just on that point, Mr. Ellis. You heard Mr. Armstrong's statement to the Committee yesterday that some cars of coal had been received badly mixed with grass and earth and of a very poor quality?

Mr. BURY: That was not yesterday.

By Mr. Garland:

Q. Recently Mr. Armstrong made the statement that some coal from Alberta had arrived and complaints had arisen; I am not sure whether the complaint was from the unloader of the car or from the person who saw the coal in the cellar?

Mr. ARMSTRONG: The person that bought the coal and saw it on the car is an ex-member of this House.

By Mr. Garland:

Q. That it was very dirty and had grass and other stuff mixed in with it? —A. That is quite likely; I have no direct complaint as to that, but I tell you why it is likely. Occasionally there may be a wreck and then they very carefully gather up the coal and if that happens you get some grass in it.

By Mr. Bury:

Q. It is not likely that the mine operators would put grass in?—A. I would not suppose so.

Mr. ARMSTRONG: Mr. Bury, you have read one of the letters yourself.

Mr. BURY: I read the letter. I want to correct Mr. Armstrong; it was not an ex-member who saw the coal; the complaint was made to him.

The CHAIRMAN: The statement is made by Mr. Ellis and we have letters here from coal users all over Ontario that the quality was satisfactory.

The WITNESS: The reason I know this thing has happened is, in this last shipment I guess we had ten or a dozen cars wrecked. I would get a bill of lading with a certain car number and never hear any more of the car. Then I would hear that some other cars had landed with different numbers and after making some inquiry I would find that the car had been wrecked at such and such a place and transhipped to some other car. Naturally, some of them are so badly wrecked we never get any at all.

By Mr. Bury:

Q. You do not often get grass?—A. We do not often get grass.

Mr. GARLAND: That explains the grass now.

Mr. ARMSTRONG: I will put that letter on record so that you will know.

By Mr. Garland:

Q. Have you had any complaint with respect to the dealers handling what they allege to be Alberta coal and which was in fact not Alberta coal?—A. There was some of that, yes; there is no doubt about it that some soft coal was sold as Alberta coal.

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By the Chairman:

Q. Was there any mixing by coal dealers?—A. That is, of course, impossible to tell. I had some suspicions of it; I mean, I have had people say they suspected that and asked me to go down and look at it, but I could not do anything because I could not tell you what it was.

By Mr. Garland:

Q. Do you remember one instance when Mr. Stutchbury was down in Toronto and a complaint was presented to him and he went down to the cellar and found it was principally Illinois slack and a small quantity of Alberta coal?—A. Yes.

Q. And it was sold as Alberta coal?—A. Yes.

Q. You remember that instance?—A. Yes; he found several instances of that. Of course, these things happen.

Q. Would a Coal Sales Act by the province concerned prevent that sort of thing, tend to prevent it?—A. I tell you the only thing I can think of is—the difficulty has been, and it has been my problem in all these complaints—it is not only Alberta coal I have had complaints about, it is Pocahontas. I have had lots of complaints about selling something else for Pocahontas, and these things arise in all grades of coal—really, you have got this difficulty; it would require an expert to be constantly in every coal dealer's yard; it is an almost impossible thing. The only solution I could offer would be; frankly the only solution I could offer would be that the province might license the coal dealers—the municipalities, rather; that would be better still. I do not mean a license that is any imposition, I mean a nominal license of a dollar a year; a dollar would be sufficient, with a right to cancel that license. That is my opinion and my suggestion. I should not be suggesting these things, perhaps; I am only an official and I cannot speak for anybody, only my own personal view; I want that distinctly understood.

By Mr. Armstrong:

Q. Did you examine any other grades of Alberta coal?—A. Personally, no.

Q. Had you any of your officials examine them?—A. No.

Q. You have no idea of the deterioration or anything of that?—A. No. My general information is it is not very much in the lump sizes. As I said before, the smaller the size gets the more deterioration there is.

By Mr. Bury:

Q. Mr. Ellis, can you give us any information regarding the operation of the Anti-dumping clause?—A. No.

By Mr. Armstrong:

Q. Have you investigated, or have you handled any of the Nova Scotia coal?—A. No.

Q. Have you investigated lake and rail——A. Very little Nova Scotia coal comes to Ontario.

By Mr. MacDonald (Cape Breton South):

Q. Did you make any inquiries about handling Nova Scotia coal in Toronto from Montreal during that strike last winter?—A. No. The difficulty there is the rail rate is prohibitive from Montreal.

Q. What is the rail rate from Montreal to Toronto on coal?—A. I forget exactly; I think it is about $2.40, something like that. I have no exact figure but it is around that.

Q. Then at that rate could not you land Nova Scotia coal in Toronto?—A. We were not short of bituminous; we had all the bituminous coal we wanted from the States. It was the domestic that was the only shortage.

By Mr. Garland:

Q. A moment ago you indicated that in order to overcome the prejudice against it—it has in part been overcome to-day by the American strike and also by the operation—you suggested educational work. The province of Alberta, as you know, have carried on a great deal of that work?—A. Yes.

Q. But being the province interested more in the production than the consuming end, it could hardly carry on the educational work all the time in Ontario?—A. Yes.

Q. Would you suggest that the educational work there should be carried on by the province, or do you regard this as a national question that should be carried on by the Department of Trade and Commerce here?—A. I would not care about expressing an opinion about that. You see, after all, the fuel problem of Canada is mostly Ontario, with the western part of Quebec. That is one consideration. The other one is: if it is desirable that Ontario should be supplied within the Dominion then it becomes at once, of course, to a certain extent a Dominion proposition. If you leave Ontario to find its own source of supply then it is for Ontario alone.

Q. Do you think the market for Alberta coal could be extended very materially in Ontario if the Department of Trade and Commerce would undertake educational work?—A. Yes; and I do not think they need to undertake a great deal, for this reason: I have correspondence from at least a thousand people in Ontario with regard to Alberta coal. The thing is started, it is only a matter of continuing.

Q. The coal would have to be laid down at Ontario points at a flat rate of about seven dollars per ton?—A. Yes.

Q. The whole question of the rate on the coal from Alberta to Ontario is now before the Board of Railway Commissioners?—A. Yes.

Q. They will not hear the case until September and no action can therefore be taken by Parliament itself until after the next coal season is over?—A. Yes.

Q. Would you recommend that any provision be made for the authorization of action by the Governor in Council in the event of a suitable rate being found by the Commission? I might put it perhaps more clearly. The difficulty is that the Board of Railway Commissioners can do nothing else but simply authorize a report?—A. You mean they would have to wait, even if the Board of Railway Commissioners reported favorably on a seven-dollar freight rate; you would have to wait until the next session of Parliament?

Q. Yes; unless some power was vested in the Governor-in-Council?—A. It seems to me the bigger gap you make between the supply we had last winter and the next supply it will be worse for us; there is no doubt about that.

By the Chairman:

Q. And the educational work that has already been done would be lost.—A. Yes.

By Mr. Garland:

Q. You agree that it is imperative we should have action prior to the next coal season?—A. If you ask me, I think it would have been infinitely better if these conditions, or freight rate had gone on.

Q. For the sake of the record, will you please answer my question?—A. Most decidedly.

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By Mr. Armstrong:

Q. Would your organization be able to supply the best grades of Alberta coal to the people in the Province in conjunction with Alberta?—A. I would not want to take that responsibility. Primarily I think that is more for Alberta than it is for Ontario. They should know more about their coal than we do. But what I find, Mr. Armstrong, in connection with that, is this: I have been bothered a little bit with mines in Alberta insisting on sending poor coal from mines in Alberta that was not suitable, and I have wrote some of them and simply refused to have anything to do with it. What I did do, was this: When people wrote and ordered coal, provided they were ordering from a mine, I took it. If they wrote and said they did not know who to order from, I advised them by quoting them six or seven or eight names and letting them make their own choice.

Q. Don't you think someone in Alberta should take the responsibility of grading and examining the coal before it is shipped?—A. I certainly think it should be looked after.

By Mr. Garland:

Q. Did you not already intimate that was done in the case of the emergency shipment last winter?—A. Yes, it was.

By Mr. Bury:

Q. And your idea is it should be continued?

By Mr. Armstrong:

Q. By the Government of Alberta?—A. Oh yes, by the inspectors.

Q. You said you received considerable coal that was priced $3.25 per ton at the mines?—A. $3.50.

Q. $3.50 was the lowest. Was that $3.50 per ton coal the best quality? —A. It was the best quality of that district.

Q. Yes, but was it a satisfactory quality for the people?—A. Well, you see you come to a very nice question there. There are undoubtedly different grades of coal from Alberta; there are undoubtedly some that are superior to others.

Q. But this was the best grade?—A. No, it was not; some of it—

By the Chairman:

Q. Your best grade was your $3.95 coal and $4?—A. $5 and $5.50 is the best grade, undoubtedly.

By Mr. Flemming:

Q. What did you say the name of that creek was?—A. Saunders Creek.

Q. That is the highest grade?—A. That is, yes. Lethbridge is all right.

By Mr. Bury:

Q. But Lethbridge is on the C.P.R. and it is out of the question?—A. You cannot get it. For Ontario we really only got the Drumheller and Edmonton and Saunders district, that is all. The Saunders is the highest, and the Drumheller in between and the Edmonton district is a little cheaper.

Mr. GARLAND: There may be a misunderstanding in the minds of the Eastern members of the Committee as to the action of the Alberta Government. Now, in Saunders Creek particularly there is, unfortunately for our market, a differential rate meaning an addition of 40 to 50 cents a ton. The saunders Creek coal did not come on the $7 rate, it came on a $7.40 or $7.50 rate, but the Alberta Government absorbed that difference entirely; this was

their contribution to the general movement.

The WITNESS: There was a differential; it did not amount to a great deal, 10 to 70 cents. Saunders Creek unfortunately was under the biggest charge, but the Alberta Government, as Mr. Garland says, paid that differential, so it did not affect anything. Drumheller and Edmonton fortunately happened to be on the ordinary rate.

By Mr. Armstrong:

Q. Have you investigated at all lake and rail handling of coal?—A. No, I have not. There would be one difficulty there, and that is the disintegration of the coal. Welsh coal has the same trouble. With Welsh coal, you can ship it as the most perfect lump and when you get it it is 30 per cent slack, sometimes more. I am a little afraid with Alberta coal, that in the carriage of it it will disintegrate too much with too much transhipment.

Q. But you are receiving in the City of Toronto, for instance, 10,000 tons of American coal, brought thereby boat, are you not?—A. Oh yes, but not for domestic use.

Q. None of it for domestic use?—A. Well, what comes there by boat is largely only industrial, it is steam coal.

Q. You have not investigated that?—A. No.

By Mr. Garland:

Q. Just on that, from your experience with Alberta coal would you indicate a certain timidity in declaring whether it would stand transhipment?—A. It has a high moisture content and the more that is handled and the more it is exposed to the air—

Q. Will it stand an open car?—A. I doubt it.

By Mr. Bury:

Q. This is a suggestion that was made yesterday. While it might suffer on the long haul from the fields in Alberta to Toronto, if it were hauled to the Head of the Lakes, with the considerably shorter exposure in the cars, it might possibly stand that in open cars?—A. It might, but then the trouble there, you see, is handling.

Q. Oh yes, I am not talking about handling; handling is the other proposition?—A. If you are going to ship from Alberta by all rail I think you have got to send it in closed cars, in box cars.

By Mr. Armstrong:

Q. Could you give us an estimate of the cost of your department in Ontario? —A. About $2,000.

Q. Would that organization be able to co-operate in any extended shipment of Alberta coal?—A. Yes.

Q. Would that be much greater expense?—A. That would depend. You see, I have a staff—I have charge of a little department there, not very large; the fuel business is sort of added to it.

Q. The Committee have been considering the sending of test cargoes by lake to points on Lake Huron, the St. Clair River and Lake Erie. Your organization could co-operate with the delivery of that coal, could they not?—A. Well, I tell you, just in this way. First; I would not care about our taking charge of cargoes of coal; we must have customers for it. I mean, we must have people who are going to take it. We could not afford to have it landed on the dock and at our disposal to sell. Another question there is: when it is landed you have to put it into piles, then the railroad companies charge you 20 cents a ton for even switching, and the minimum freight charge to any point, almost from

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any point is about 60 cents, I think, and to points in Ontario it will run from 60 cents to $2, the farthest point perhaps $2. Now, we would have no objection to taking charge of it providing we got customers for it in advance.

By Mr. Bury:

Q. The same way as you did before?—A. Yes.

By Mr. Armstrong:

Q. If the Government of Ontario were to assume the responsibility of handling, say, up to 500,000 tons within the next two years, an organization could be put in effect to handle that, could they not?—A. Oh yes; but I have no hope of getting 500,000 tons in two years; you might in four or five or six, but not in two.

By Mr. Garland:

Q. Why, Mr. Ellis?—A. It is like everything else; you have got to come at it by degrees. You could start, I think, with a reasonable market; perhaps, as I said, if this thing had gone clean on, of 200,000 tons. Now, I think 150,000 tons is the best you will do next winter.

Q. Supposing there was a continuance of the movement of Alberta coal to Ontario points, how rapidly could we displace anthracite and other domestic fuels?—A. I think at a rate not exceeding 100,000 tons a year.

By Mr. Armstrong:

Q. You mean under present conditions?—A. Yes.

Q. If conditions were changed that might change more quickly?—A. Well, you see, if you can make the thing much more attractive to purchasers, yes.

By Mr. Bury:

Q. Take the condition of things as they were during the test movement at the seven-dollar flat rate—that is Mr. Garland's suggestion—supposing that had continued, you think we would have been able to displace other domestic coal at the rate of about 100,000 tons a year?—A. Yes.

Q. And no more?—A. It would depend. Take last winter, of course——

Q. Of course, there was another strike?—A. Another strike would be a different thing.

Q. Surely?—A. I am taking normal run.

Q. I know. We could displace that at the rate of about 100,000; but if there was another strike it would go right up?—A. Oh, of course.

By Mr. Garland:

Q. Mr. Ellis, you mentioned the price of anthracite going up after each strike; did it go up very materially after the last strike?—A. Not very much.

Q. Why?—A. Because neither the workmen nor anybody got anything. There was this difference: Generally on the 1st of April the operators in the States give 50 cents less, reducing it 10 cents a month till the expiration, till it is gone; that is five months. This time they did not do it. The result was—take the prices in Toronto, for example, and that is the best criterion—the prices before the strike were $15.50, now I think it is $15.25 for nut coal and $15.75 for the other grades, stove and egg. That is a slight increase, entirely warranted, I think, so far as the dealer is concerned, by the change that has been made by the operators. It is not very much, of course.

Q. Did the price of Alberta coal in the Ontario market at that time have any corrective influence on prices?—A. Oh, certainly it steadied it a little. I would not say Alberta coal alone; undoubtedly Alberta coal and the coke did steady it.

The CHAIRMAN: Will that be all, Mr. Garland?

The WITNESS: I might just add this: the Alberta Government, as a matter of fact, has issued a pamphlet, or somebody has, in which they grade all Alberta coals. I have used that myself.

W. J. HALPIN, called and sworn.

The CHAIRMAN: When I wrote to Mr. Halpin regarding the cost of distribution, he answered me on June 7th; I would like to put his letter in.

OTTAWA, June 7, 1926.

Mr. V. CLOUTIER,
Asst. Chief Clerk of Committees,
House of Commons,
City.

DEAR SIR:—Replying to your favour of the 31st ult. the tonnage handled by us during the past year (year ended March 31st, 1926) was made up as follows:

	Per cent
Pennsylvania Anthracite	57.1
American Bituminous Lump	18.5
By-Product Coke (from Hamilton with the exception of a few cars from Sydney, N.S.)	13.2
Welsh Anthracite	10.3
Smithing and Canal (from Pennsylvania and Kentucky)	.9
	100

The Pennsylvania Anthracite, Welsh Anthracite and By-Product Coke were practically all for domestic use and the Bituminous Lump was for use in office buildings and for other commercial trade. Of course if there had not been a strike on in the Pennsylvania Anthracite field our sales of that fuel would have been a larger percentage of our total sales, with of course a corresponding reduction in the percentage of sales of other fuels.

We have no suggestions to offer. However, if you feel we are in a position to give you any information that would be of benefit to you we are at your service.

Yours very truly,
JOHN HENEY & SON, LIMITED.
(Sgd.) W. J. HALPIN,
Vice-Pres. and Managing Director.

By the Chairman:

Q. Mr. Halpin, you are the Vice-President of the John Heney Co. Limited?—A. Yes sir.

Q. You are engaged in the coal business?—A. Yes sir.

Q. How long have you been engaged with the Heney Company?—A. 19 years.

Q. 19 years. You are familiar with the coal situation in Ottawa?—A. Yes sir.

Q. Mr. Halpin, have you handled Nova Scotia coal in Ottawa?—A. We have, in small quantities.

Q. Will you tell the Committee what your experiences were with Alberta coal?—A. You said Nova Scotia.

Q. Nova Scotia coal?—A. Nova Scotia coal is a soft coal, a bituminous coal. Our soft coal trade here demands a lump coal and the only way Nova

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Scotia coal could be brought up to Ottawa would be by boat to Montreal and then by rail from Montreal to Ottawa. The result is that when it gets here it is pretty often mostly slack. As I say, our trade demands a lump coal.

Q. What quantity of Nova Scotia coal did you handle, Mr. Halpin?—A. I just remember odd shipments of two or three cars at times. It is some years since we have brought any up but we have been in touch with them and got prices recently and they could not undertake to give us lump coal.

Q. What is your freight rate from Montreal to Ottawa?—A. $1.30 a ton.

Q. And at $1.30 a ton it cannot compete with other coals?—A. No. By making a special price at Montreal, and adding on the $1.30, they are able to make up a price practically equivalent to the American coal, but, as I say, their's is practically slack and the American is a high-grade lump coal.

By Mr. Bury:

Q. Did you say the freight rate Montreal to Toronto?—A. No, Ottawa.

By Mr. Armstrong:

Q. If you had a five dollar rate at Montreal could you not handle this trade to advantage?—A. Our trade demands a lump coal. At a five dollar rate we might sell a small quantity but practically all of our soft coal business is in lump coal.

Q. Yes; but the information we have; if it actually arrives in good condition in Toronto, after being handled twice, it certainly must land in good condition in Montreal. It is only handled into the cars; why would it get slack coming 125 miles?—A. First of all it is loaded on the dock in Montreal and piled, some 100,000 or 200,000 tons, and then it is exposed for some time and loaded on cars. The extra loading on the car and the exposure on the docks in Montreal; when it gets here it is practically run of mine and a lot of slack.

By Mr. Howden:

Q. I was going to ask if the witness had a voluntary statement to make that he had prepared?—A. No, I have prepared no statement.

By Mr. Flemming:

Q. Are you familiar with the coal that is in use generally in Ottawa and this vicinity?—A. Yes.

Q. Is there any considerable quantity of Nova Scotia coal coming here?—A. Outside of the Government and a couple of large manufacturers, there is very little.

Q. We had the evidence that the Canadian National is using it as far west as Ottawa?—A. Yes.

Q. Do you think there is some industrial use besides that?—A. Yes.

Q. What is the ordinary price, say, at Montreal?—A. Well, I understand their price at Montreal is $5.50, but for coal coming up to Ottawa they will probably make a price of $5.

Q. And your rate of freight is what?—A. $1.30.

Q. How does that compare with American prices?—A. That was practically at the same price for high-grade American ¾ lump.

Q. Then it gets down to the question of quality?—A. That coal we supply is for office buildings and what we call "commercial trade." It is a trade where they are using it in place of anthracite and they want it lumpy. In fact we do not import any run of mine from the States, it is all ¾ and two inch lump.

Q. Now, if you were handling in large quantities so that the coal could be taken from the coal boats at Montreal and delivered quickly, would that materially affect this disintegration you speak about?—A. I do not suppose

there would be so much if it was loaded right from the boat on to cars and sent up here. But even with that shipment it would be run of mine coal up here; it would not be coal that would satisfy.

By the Chairman:

Q. It would not sell as graded coal?—A. No.

By Mr. Flemming:

Q. As a coal dealer, would your judgment be that the coal could be selected out of a shipment so that it would largely meet the same requirements as your American coal could?—A. The Besco company know what our requirements are and they have told us at the present time they cannot supply lump coal.

By the Chairman:

Q. When was that told you, Mr. Halpin?—A. This spring.

Q. Did they give you any reasons for not being able to supply you with lump coal?—A. Well, no; but, as we say, we have brought it in in the past and we knew what it was like and asked them if they would bring us lump coal. They said, "No." They would bring it up by boat in large cargoes to Montreal and tranship it there. Even ¾ lump from the States transhipped from one car to another won't arrive here in quite the satisfactory condition to suit our trade.

Q. As a matter of principle would you use Nova Scotia coal in preference to American?—A. Sure, we prefer to sell Nova Scotia coal if we could get the quality preparation suitable for our trade.

Q. Have you ever used any coal from New Brunswick?—A. No, we have not.

By Mr. MacDonald (Cape Breton South):

Q. Where is your business?—A. Ottawa.

Q. You just conduct a retail business here?—A. Yes, sir. Well, sell some small quantity in Eastern Ontario, but practically Ottawa.

Q. All in the city of Ottawa?—A. Yes.

Q. What is the extent of your business, are you the largest retail dealer here?—A. Yes, sir.

Q. Now, I understand you to say that Nova Scotia coal landed here stands you about $6.30?—A. Yes, sir.

Q. And you cannot sell it for that; that is, you cannot sell it on account of the quality?—A. Our trade here, as I say, demand a lump coal, practically all of our soft coal trade.

Q. Just what is you trade here?—A. Office buildings and places where they might switch from anthracite.

Q. Are you selling domestic?—A. Practically none.

Q. Was not there some Nova Scotia coal sold here in the City this year for the hospital or schools or something like that?—A. The schools have given a contract for some for this coming year.

Q. Do you know at what rate?—A. Not exactly. Around $7.00; $7.20 and $7.14.

Q. Did you tender for that contract?—A. No sir.

Q. That is outside of your line of work, is it?—A. I beg your pardon.

Q. Is that outside of your line of business?—A. No, but we have not tendered on that contract for some years; we did not put any quotation in.

Q. Would you mind giving us the name of the official who told you that he could not supply you with the requirements?—A. Mr. Kempton; he is their local representative. That is, he said he could not give us lump coal. They could give us any quantity of the ordinary coal.

Q. But that did not suit your requirements?—A. No.

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By Mr. Garland:

Q. Have you a dealers' organization here?—A. No sir.

Q. You have no organization of any kind?—A. Back in 1922 there was a committee formed at the request of the Mayor and the Board of Control to bring in Welsh coal. I was the secretary of that organization, but that was disbanded in the following year. I am not an officer of any organization.

Q. You have not any understanding amongst yourselves as to questions of tender and that sort of thing?—A. We discuss certain matters from time to time. If you are referring to this contract; our reason is: Some years ago we tendered on a contract on that work, and although we were the lowest we did not get it, so Mr. Heney has refrained from tendering on that contract since.

Q. I noticed sometime ago on Bank St., I do not know the name of the place but it was pretty close to Keith's Theatre, a coal dealer advertising New Brunswick coal at rates running around, during the years I have been here, from $11.00 to $12.00 a ton?—A. Yes.

Q. Is that not an excessive price for New Brunswick coal?—A. Well, as I say, I think that coal, he brought it in and had to screen it and he was probably selling lump out of that and delivering the fines on some contract he had. We certainly would not want to sell that coal at any such price, that is, New Brunswick coal. That coal will run about 20 per cent ash.

Q. It struck me at the time it was a most extortionate rate to charge for that type of coal?—A. As I say, we were selling Pennsylvania or West Virginia soft coal, lump coal at $9.25. Of course, back in 1920, at one time when the demand was very high, we had to pay $6 and $7 a ton at the mines. On one occasion we sold that soft coal higher than we did anthracite.

By Mr. Armstrong:

Q. Could you tell us who supplies the Parliament Buildings with coal?—A. The Minto Company, I think supplied it for a number of years. I think last year the Minto Company supplied part and the British Empire Steel Corporation.

Q. Between New Brunswick and Nova Scotia coal, the puilding was supplied?—A. Some years ago we supplied the Parliament Buildings here with anthracite coal. We sent you a letter showing the percentage of the different grades of coal that we sold: Pennsylvania anthracite so much, and coke, and bituminous coal, and Welsh coal. I presume you wonder why we do not sell a larger percentage of other coals and less of the Pennsylvania, that is, Pennsylvania anthracite. The first reason is that the trade of Ottawa here for some time have been accustomed to the Pennsylvania anthracite, for a great many years, and they demand that coal. Now, as I mentioned a few moments ago, personally we would rather sell Canadian coal, if the demand was for that coal. You might say, why don't we push the sale of that coal. One very great objection that we have against Alberta coal is that it is such a long distance from here. Now, I know that there are many occasions during the last ten years, if we had been depending on a source of supply two thousand miles away we would have been in quite a predicament on numerous occasions. Just to mention one. In 1917, during the month of February, coal was pretty scarce. We had had a lot of stormy weather and we reached the state where there was only two or three days' supply of Pennsylvania anthracite in the East and West Block. We had only a very small supply in our bins. We had cars scattered along the Delaware and Hudson from the mines to Rouse's Point. We had officials out from the company going from station to station digging out our cars and trying to get them taken out from the sidings. As I say, we were in a predicament, where there was practically no chance of getting those cars in, and the East and West Blocks were practically out of coal. We got in touch

with our mines on the telephone and on the following morning there was a trainload of 62 cars left and came right through on passenger train schedule. Those came in here inside of 48 hours. If we had been depending on a supply two thousand miles away that is one instance of where we would have been up against it.

Q. Have you any reason to believe that the coal used in the public buildings is not of satisfactory character?—A. Which coal are you referring to?

Q. I mean the New Brunswick and Nova Scotia coal?—A. Nova Scotia coal is far superior to the New Brunswick.

Q. Well, we have heard a man like Mr. Wolvin tell us of the satisfactory manner in which they can produce Nova Scotia coal and deliver it at Montreal. I would be surprised at such a difference between Montreal and Ottawa?—A. A great many large buildings are equipped with stokers which can use slack coal, soft coal; it is more efficient, in fact they call for that. We supply a trade that demand lump coal; they have not a man constantly in attendance.

By the Chairman:

Q. I want to ask a few questions about the delivery of coal in Ottawa. You deliver coal to domestic consumers?—A. Yes.

Q. What are your rates for delivering coal in Ottawa?—A. Egg coal $16.25, and Stove and Chestnut $16.75.

Q. How much of that is charged up to distribution, cartage or haulage?—A. Our handling charges amount to about three dollars a ton.

Q. Is that an average, or is that a general rate?—A. That is about the average.

Q. Three dollars a ton?—A. That, as I say, included shortage and degradation.

Q. How much of that would you charge up to hauling alone?—A. About $1.10.

Q. Would that be general, in any part of the city?—A. That is our average; that would be average over the year.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 12)

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ADDENDA

1. Extracts from Letters from Consumers of Alberta Coal.
2. Statements showing the Distribution of Alberta Coal (10,000 tons in 1923).
3. Places in Ontario to which Alberta Coal was shipped. (Submitted by Mr. J. A. Ellis).

MEIGHEN PAPERS, Series 3 (M.G. 2[illegible], I, Volume [illegible])

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EXTRACTS FROM LETTERS FROM CONSUMERS OF ALBERTA COAL

(Submitted by Mr. J. A. Ellis)

W. L. Donnelly, Ottawa

Had previously obtained Alberta coal. Both this coal and that received through Government was quite satisfactory. If reduced freight rate continued will purchase more.

Darling Lumber Co., Toronto

Got 8 cars which were sold to 175 persons. It was received on a Thursday, and was all gone by Saturday. We could get rid of another 8 cars if we had them. We are overcome with orders, but cannot give our customers any definite answer as to being able to supply on account of freight rates. We are not handling any other coal until assured definitely that we cannot have Alberta coal. It burns great. It will burn either in stove, fireplace, furnace, grate, cook stove, and heater. It is really admirable in quality. There is very little ash, and what there is can be compared with hardwood ash.

R. Martyn—Ripley

Gave good satisfaction.

S. Halliday—Orono

The coal is being unloaded to-day, and people are much pleased with the appearance of the coal.

J. B. Jackson, Ltd.—Simcoe

Gave good satisfaction.

Williamson Bros.—Aurora

We thank you for your efforts to secure Alberta coal to this district. Our effort is to spread this out to as many homes as possible to get their idea as to its value. We have heard no complaint yet. All are anxious to buy it, and we only hope that in the near future the price may be fixed so that we can handle it.

Harvey Ellis—Listowel

I have had 3 cars of coal which has been giving splendid satisfaction.

F. W. Keating—Fergus

It was excellent coal.

Gowdy Bros.—Guelph

This coal has given the very best of satisfaction to our customers. Hope at a later date we may be able to purchase another consignment at a reasonable freight rate.

Lewis & Co.—Barrie

We are well pleased with the coal.

E. Ward—Clinton

If you do put the $7 freight rate on let me know as people want the coal.

F. A. Ackert—Ingersoll

Sorry that we are unable to receive more for we have met ready sale for it, and have not had a complaint. So if anything turns up that the freight rate is likely to be reduced would deem it a favour if you would advise us.

[Mr. W. J. Halpin.]

Guelph Co-operative Association—Guelph

Those who have bought it, and are using it are more than satisfied with it.

Willson & Willmott—Milton

Should there be another allotment please do not forget our other 3 cars.

G. N. Patterson—Port Hope

Coal has given utmost satisfaction.

A. W. Annis & Co.—Alliston

It is giving the best satisfaction.

Brydges Coal Co.—Guelph

The coal has given good satisfaction so far.

Graham Bros.—Kincardine

We have handled one car, and our customers are satisfied to pay more.

Misner Manufacturing Co.—Goderich

We have had one car of Alperta coal. We are unloading it at present, and like it very much.

Manager Bank of Nova Scotia—Cochrane

If the $7 rate holds effective for some further time it is likely that a considerable quantity of Alberta coal will be brought in this district.

J. P. Pegg—Norwich

Got 5 cars. Has formed an association known as The Norwich Municipal Coal Association to bring in and dispose of Alberta coal. Expresses great thanks to Prime Minister and Government for what they have done with regard to Alberta coal.

Ed. Cooney—Peterborough

Says that citizens are demanding quantities of Alberta coal totalling up to approximately 5,000 tons.

W. Carmichael—Collingwood

Have proved it very satisfactory. I only wish I could get a few more cars above my allottment as I could easily sell it. Our people here need a good trial of it, and seem to favour it.

Hughes & Co.—Belleville

We like the cars received, and want to get more. The people here want a chance to try out this coal, and we did not have enough in the two cars already handled although those who had the coal are delighted with it.

A. Chambers—Arthur

It has given entire satisfaction, and would very much like to get five cars more, and cut out the American brother.

D. M. Jermyn—Wiarton

I trust the Government will arrange to have a larger quantity shipped during the months of May and June while the railway cars will not be in such demand as they are at present.

Sudbury Coal & Wood Co., Sudbury

Our customers report this coal to be entirely satisfactory. We have disposed of all we received, and have had no complaints. We are continually receiving requests for more of it.

[Mr. W. J. Halpin.]

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Laberge Lumber Co—Sudbury

We have disposed of ten cars of Alberta coal, and have not received a single complaint. This coal was used in small Quebec heaters to large block furnaces, and has given entire satisfaction in all cases. As long as we can maintain a difference of about $4 between Alberta coal, and American anthracite I feel sure that at least 75 per cent of the people would prefer the Alberta coal.

Empire Coal & Lumber Co.—Sudbury

We have disposed of our stock of eleven car lots, and are daily receiving inquiries for more. All our customers have been very well pleased with this coal. It has taken the place of wood or coal for kitchen use, and gives excellent results when used in the furnace. A number of our patrons have expressed the opinion that it is equal to anthracite. Cleaner to handle, practically no waste, cinders, etc. In this connection it would be well to note that one size of this coal answers for both range and furnace use—chestnut, stove and egg sizes with separate bins are not required. In our opinion if Alberta coal can be brought in at the present or near the present price the American coal will be practically driven off the market in Sudbury in a short time—taking the difference in price into consideration.

STATEMENT SHOWING THE DISTRIBUTION OF ALBERTA COAL
10,000 Tons in 1923

—	Cars	—	Cars
Arthur	3	Kincardine	3
Aurora	6	King	1
Arkwood	1	Kitchener	2
Ailsa Craig	1	London	16
Alliston	2	Listowel	3
Atwood	1	Lucknow	2
Burgessville	2	Lucan	1
Burford	1	Mildmay	1
Blackwell	1	Milton	4
Bracebridge	2	Mitchell	1
Belgrave	1	Newmarket	6
Blyth	1	Norwich	9
Belleville	4	Northwood	1
Beaverton	1	Owen Sound	7
Beachville	1	Ottawa	11
Brighton	2	Orillia	8
Barrie	5	Orono	1
Bronte	1	Oshawa	4
Capreol	2	Picton	1
Camlachie	1	Port Perry	1
Cochrane	1	Port Hope	4
Clinton	2	Port Dover	2
Cobourg	5	Paisley	1
Colborne	7	Peterborough	11
Collingwood	7	Preston	2
Cornwall	1	Palmerston	2
Concord	1	Rockwood	1
Delhi	3	Ripley	2
Exeter	4	Stratford	10
Elmwood	1	Strathroy	3
Ekfrid	1	Seaforth	1
Fergus	5	St. Catharines	9
Fordwich	1	St. Mary's	5
Galt	3	Simcoe	1
Glencoe	1	Sudbury	22
Grand Valley	1	Thedford	1
Guelph	21	Toronto	11
Goderich	1	Tillsonburg	1
Hawtrey	1	Waterloo	1
Hamilton	16	Woodville	1
Harriston	1	Wiarton	2
Hensall	2		
Ingersoll	9		310

PLACES IN WHICH ALBERTA COAL HAS BEEN SHIPPED

Destination	Cars	Destination	Cars	Destination	Cars	Destination	Cars
Acton	2	Creemore	1	Listowel	15	Richmond	2
Ailsa Craig	2	Deseronto	3	Locust Hill	1	Richmond Hill	9
Alliston	7	Dorchester	2	London	39	Ridgetown	1
Alton	1	Downsview	1	Longwood	1	Ridgeway	1
Alvinston	1	Drayton	8	Lucan	3	Ripley	5
Arnprior	4	Drumbo	1	Lucknow	10	Rockwood	4
Arthur	7	Dundalk	2	Lynden	1	Sarnia	1
Atwood	4	Dundas	1	Malton	1	Schomburg	1
Aurora	16	Durham	1	Maple	4	Seaforth	21
Aylmer	3	Eastwood	2	Marden	1	Sebringville	1
Ayr	1	Elmira	4	Megaw	2	Shelburne	2
Baden	2	Elmvale	1	Meaford	7	Smith's Falls	8
Barrie	15	Elmwood	1	Midland	1	Smithfield	1
Beachville	4	Elora	3	Mildmay	1	Solina	1
Beamsville	4	Embrun	1	Millbrook	1	Southampton	5
Beaverton	1	Erin	2	Mille Roches	1	Springford	1
Beeton	3	Ernesttown	1	Milton	11	Stayner	3
Belleville	12	Exeter	13	Milverton	4	St. Catharines	12
Blackwell	2	Fenelon Falls	1	Mitchell	8	St. George	2
Bloomfield	1	Fergus	10	Moorefield	1	St. Mary's	14
Blyth	2	Finch	2	Mosborough	1	Stoney Creek	2
Bowmanville	13	Flamboro	1	Mount Elgin	1	Stouffville	4
Bracebridge	1	Fonthill	3	Mount Forest	6	Stratford	40
Bradford	3	Fordwich	2	Myrtle	1	Strathroy	14
Brampton	14	Forest	5	Napanee	1	St. Thomas	6
Brantford	23	Galt	23	Newcastle	3	Sudbury	5
Breslau	1	Gananoque	5	New Hamburg	3	Tara	2
Bridgeburg	5	Georgetown	2	New Liskeard	1	Tavistock	6
Bright	2	Glencoe	2	Newmarket	15	Thamesford	1
Bridgeport	1	Goderich	8	Niagara Falls	6	Thamesville	1
Brockville	1	Gormley	1	North Bay	9	Thornbury	3
Bronte	3	Gorrie	1	North Toronto	1	Thorndale	3
Brooklin	3	Grand Valley	3	Northwood	1	Thornlea	1
Brucefield	4	Grassies	1	Norwich	3	Thornton	1
Brussels	6	Grimsby	2	Nottawa	2	Thorold	1
Burford	5	Guelph	34	Oakville	8	Tillsonburg	8
Burgessville	1	Hagersville	2	Omemee	1	Toronto	276
Burlington	3	Hamilton	40	Orangeville	2	Tottenham	1
Caledon	2	Hanover	3	Orillia	11	Trenton	6
Cambray	1	Harriston	7	Orono	2	Tweed	1
Campbellcroft	1	Harrow	5	Osgoode	1	Uxbridge	4
Campbellford	1	Havelock	1	Oshawa	7	Vineland Stan	2
Campbellville	1	Hensall	4	Ottawa	16	Vinemount	1
Cannington	3	Hespeler	3	Otterville	5	Walkerton	1
Capreol	2	Hillsburg	2	Owen Sound	7	Wanstead	1
Cardinal	2	Hyde Park Jct	1	Paisley	2	Waterford	2
Cayuga	1	Ilderton	2	Palmerston	8	Waterloo	7
Centralia	2	Ingersoll	15	Paris	5	Watford	10
Chatham	2	Inglewood	2	Parkhill	4	Wellands	3
Chatsworth	1	Innerkip	1	Parry Sound	1	Wellington	3
Cheltenham	2	Inwood	1	Pembroke	3	Weston	10
Chesley	5	Iroquois	1	Peterborough	52	West Toronto	5
Clandeboye	1	Islington	2	Petersburg	5	Whitby	2
Claremont	1	Jarvis	1	Pickering	3	Wingham	1
Clarkson	1	Kemptville	2	Picton	4	Woodbridge	3
Clifford	2	Keswick	2	Port Credit	3	Woodstock	28
Clinton	9	Kincardine	6	Port Dover	2	Woodville	2
Cobourg	6	King	1	Port Elgin	6		
Colborne	5	Kingston	5	Port Hope	19		1,542
Coldwater	2	Kitchener	35	Port Perry	2		
Collingwood	12	Lambton Mills	2	Port Rowan	1		
Concord	3	Lansdowne	1	Prescott	6		
Consecon	1	Lansing	1	Preston	23		
Cookstown	3	Leaside	4	Princeton	1		
Copetown	1	Lefroy	3	Queensville	2		
Cornwall	24	Lindsay	4	Ratho	1		
Craigville	2	Linwood	3	Renfrew	2		

N.B.—A carload averages a fraction over 32 tons. Total carloads, 1,542, making 50,000 tons.
Summary—
50,000 tons, shipped in 1,542 cars, to 258 places in Ontario.

Committee adjourned until 3.00 p.m. Tuesday, June 15th, 1926.

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SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 10

MINUTES OF PROCEEDINGS AND EVIDENCE

TUESDAY, JUNE 15, WEDNESDAY, JUNE 16, 1926

WITNESSES HEARD FOR EVIDENCE:

Sir Thomas Tait, Montreal, President, Minto Coal Company, N.B.
Mr. Geo. B. Burchell, Managing Director, Bras d'Or Coal Company, N.S.
Hon. G. S. Harrington, Minister of Public Works and Mines, N.S.
Mr. Norman McKenzie, Deputy Minister of Public Works and Mines, N.S.
Mr. F. C. Cornell, Traffic Manager of the Maritime Provinces Committee.
Mr. A. J. Creighton, Coal Merchant, Owen Sound, Ont.
Mr. R. H. McWilliams, Stone Quarry, Owen Sound, Ont.

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1926

MEECHEN PAPERS, Series 3 (M.G. 2[illegible], I, Volume [illegible])

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ADDENDA

Statements *re* Census of Cars, also Coal Consumption of Trains, in Western Region, Canadian National Railways, by Mr. Crombie.

Statement of Output of Coal, etc., by The Bras d'Or Coal Company, Nova Scotia, by Mr. Burchell.

Statement of Output of Coal, etc., by The Intercolonial Coal Mining Company, Westville, N.S., by Mr. William Maxwell.

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
TUESDAY, June 15, 1926.

The Special Committee investigating coal resources of Canada, etc., had been convened for 3 o'clock. At 3.10, the Chairman, Mr. Lapierre, informed the witnesses in attendance that the members of the Committee were being unavoidably detained in the Chamber owing to a very important resolution which was under consideration in the House.

As Sir Thomas Tait, one of the witnesses to be examined for evidence, had to leave for Montreal before the members of the Committee could assemble, leave was given him by the Chairman to dictate his statement to the official stenographer. This step to secure Sir Thomas Tait's statement was also approved by Mr. Flemming and Mr. Cantley. It was agreed that said statement would be signed by the witness and that the Committee would consider it as sworn testimony. (See Minutes of Evidence herein.)

The members did not return from the Chamber.

The witnesses present namely: Messrs. A. J. Creighton, R. H. McWilliams, George B. Burchell, and F. C. Cornell, who were to have given evidence were advised that the Committee would meet to-morrow, at 2.30 p.m.

WEDNESDAY, June 16, 1926.

The Committee met at 2.30 p.m., the Chairman, Mr. Lapierre, presiding:

Members present: Messrs. Armstrong (Lambton), Bury, Cantley, Flemming, Howden, Lapierre, MacDonald (Cape Breton South), and Neill.

In attendance:—Messrs. George B. Burchell, Managing Director, Bras d'Or Coal Mining Company, Hon. G. S. Harrington, Minister, and Norman McKenzie, Deputy Minister of Public Works and Mines of Nova Scotia, F. C. Cornell, Traffic Manager of the Maritime Provinces Committee, Moncton, A. J. Creighton, Coal Merchant, and R. H. McWilliams, Stone Quarry, of Owen Sound, Ontario.

The Minutes of the last Meeting were read and approved.

Additional data to the evidence of Mr. Crombie of the C.N.R., also a statement of operations received from Mr. Maxwell, General Manager of the Intercolonial Coal Mining Company of Nova Scotia, on motion of Mr. Howden, were ordered incorporated in the record.

The Committtte proceeded to consider the evidence of Mr. Burchell who, after being sworn, was examined relative to the operations of the Bras d'Or Coal Mining Company.

In the course of his evidence the witness produced a statement showing shipments of coal, freight rates, etc., which was ordered printed in the record.

The witness retired.

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Mr. Cantley moved that Mr. Harrington, Mr. McKenzie and Mr. Cornell be heard.—Motion carried.

Hon. G. S. Harrington and Mr. McKenzie were called and sworn. The witnesses were examined relative to the coal situation generally, in Nova Scotia, also suggestions were considered in respect to ways and means to secure further expansion of present operations, shipping and co-operation on the part of the Federal Government by way of legislation.

The witnesses retired.

Mr. Cornell, after being sworn, was examined chiefly as to freight rates from mining areas in Canada to centres of population in Quebec and Ontario.

The witness retired.

Mr. Armstrong moved that Mr. Creighton and Mr. McWilliams be heard.—Motion carried.

Mr. Creighton and Mr. McWilliams were called and sworn. The witnesses were examined relative to equipment for loading and unloading, also regarding freight rates from shipping points in United States to Owen Sound. The possibility of lower freight rates from the mines of Alberta to the head of the Great Lakes, thence by water to Owen Sound was also considered.

In the course of the evidence given samples of briquettes were produced.

The witnesses retired.

Mr. Cantley moved that a Sub-committee composed of the Chairman, the Vice-Chairman and Mr. MacDonald prepare the report to be presented to the House, and that said report be considered at the Committee's next meeting.

Motion carried.

The Committee then adjourned until Friday, June 18, at 11.00.

V. CLOUTIER,
Clerk of the Committee.

MINUTES OF EVIDENCE

COMMITTEE ROOM 436,
TUESDAY, June 15, 1926.

Sir THOMAS TAIT (President, Minto Coal Company): I thank the Committee for so kindly giving me this opportunity to say a few words in reference to the so-called subvention, granted by the Dominion, in 1924, as an assistance in the marketing of Canadian coal at places where, owing to the competition of coal from the United States, it would not otherwise have been possible to dispose of Canadian coal profitably.

This subvention was in the form of a grant of one-half cent per ton of coal per mile of railway, with a maximum of fifty cents per ton, and was to be applied in the reduction of railway charges on coal from Canadian mines to places where, at the current railway rates, it would have been impossible to market the Canadian coal profitably in competition with coal from the United States.

The sum of $200,000 was appropriated in 1924 for this subvention, but only $15,000 of this amount was used. The reason for such a small part of the vote being used was that the subvention was made available too late in 1924 to be taken advantage of for the contracts of that coal year; and the vote lapsed before it could be used for the contracts of the following coal year. I may say, for the information of the Committee, that the coal year, as it is called, covers the period from the 1st of April to the 31st of March, and many of the annual contracts for coal are made for this period.

The subvention was granted in 1924 because of an emergency which then existed owing to the low price and keen competition of coal from the United States. I respectfully submit that as great, if not a greater, emergency now exists, and that the competition with coal from the United States is as keen, if not more keen, than it was in 1924.

The maximum allowance under the subvention granted in 1924 was fifty cents per ton. This was not found to be sufficient and would not, I think, be sufficient at the present time to permit of any substantial tonnage of coal from the Maritime Provinces being sold in Eastern Ontario in competition with coal from the United States. I am of the opinion that the maximum allowance per ton should be increased to $1.

If the subvention is now resumed, I would urge that it be made available until this Committee makes its report, and Parliament has taken action thereon.

Hundreds of thousands of tons of bituminous slack coal continue to be imported from the United States, notwithstanding the increase in duty made last year from fourteen cents to fifty cents per ton. The additional customs revenue derived by the Dominion from this source would far more than offset the amount required for the resumption of the subvention with an increase in the maximum allowance per ton.

I may point out to the Committee that the renewal of this subvention, especially if the maximum allowance be increased to one dollar per ton, would assist in marketing Saskatchewan and Alberta coal in Winnipeg and Manitoba. And further that the increased movement of coal which would result would give an increased revenue to Canadian railways. One contract alone which I have in mind and which might, I think, be filled by Canadian coal if the request for this subvention be acceded to, would give between thirty and forty thousand

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dollars increase in revenue to the Canadian National Railway, in the prosperity of which we are all interested, during the next year.

It may be that the report of this Committee will not be completed before Parliament prorogues and even if it is now made available for Parliament there is some doubt, I believe, as to whether Parliament will be able to take action on it at the present session. If not, there will be a long delay in assisting the Canadian coal industry. In view of this I suggest and urge on the Committee that it might make an interim report at once recommending the renewal of the subvention and an increase in the maximum payment to one dollar per ton; this as an emergency measure. This recommendation should, I suggest, be made at once, if possible to-day, so that provision for the necessary funds may be made in the supplementary estimates.

Generally speaking, the coal industry of the Maritime Provinces is in a precarious position and this is especially true of the New Brunswick coal mines, from which all the coal must be shipped entirely by rail. Some immediate and substantial aid is necessary to keep the coal industry of the Maritime Provinces, and especially that of New Brunswick alive.

It may be likened to a very sick man who requires a major operation to preserve his life but for whom, pending such major operation, immediate measures are required to prevent his passing away in the meantime.

THOS. TAIT.

MINUTES OF EVIDENCE

COMMITTEE ROOM 436,
HOUSE OF COMMONS,
WEDNESDAY, June 16, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 2.30 P.M., the Chairman, Mr. Lapierre, presiding.

The CHAIRMAN: Order, I will ask the Clerk of the committee to read the minutes of our last meeting.

Minutes read.

Moved by Mr. Armstrong, seconded by Mr. Flemming, that the minutes be adopted as read.

Motion agreed to.

Discussion followed.

GEORGE B. BURCHELL called and sworn.

By the Chairman:

Q. Mr. Burchell, you are familiar with the coal situation of Canada?—A. Yes sir, to a certain extent.

Q. In what section of Canada?—A. Nova Scotia—Maritime Provinces.

Q. What is your position in the Maritime Provinces?—A. Managing Director of a coal operating company.

Q. What is the name of your company?—A. The Bras d'Or Coal Company.

Q. Where do you dispose of most of your coal?—A. About one-third in Nova Scotia, and one-third in New Brunswick—

Q. Then you do not ship any of your coal outside of the Maritime Provinces?—A. Very little. There is some bunker coal.

Q. Why do you not ship coal outside of the Maritime Provinces?—A. Well, the only market from Cape Breton would be the St. Lawrence. In order to touch the St. Lawrence you have to be an operator on a large scale, so you can use big bottoms. The small companies cannot give a large steamer despatch, so, therefore, they cannot touch the St. Lawrence.

Q. Is there no way in which you can ship your coal out of your mines except through certain channels?—A. That is all.

Q. What is the output of your mine, Mr. Burchell?—A. Last year the output was 80,000 tons. We are developed and equipped for 150,000 tons. In 1922, our output was 115,000 tons. It is gradually going down, owing to market conditions.

Q. What is the greatest obstacle to the enlargement of your production?—A. No market.

Q. What quality of coal do you produce there, Mr. Burchell?—A. Well, it is good domestic and industrial coal—good railway coal.

Q. Would that coal be suitable for coking purposes?—A. Yes, it is good coking coal.

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Q. You have here a report you would like to submit to the committee?—A. Yes, Mr. Chairman.

Q. Will you make your statement now as to the possibilities of your coal mines, and the reason why you have no market?—A. Just the information I have given.

Q. You have made a report here before?—A. It is mostly freight rates.

Mr. BURY: Perhaps you can tell us the cost of coal at the pit mouth.

The CHAIRMAN: That will be taken up later.

WITNESS: Take the shipment for last year; it amounts to 23,000 tons to the Canadian National Railways. That is only used locally, in that division. 25,000 tons to Nova Scotia, mostly for domestic use. 18,000 tons to New Brunswick, that is used in the pulp and paper mills. 1,300 tons to Prince Edward Island. 5,000 tons of bunker coal.

By the Chairman:

Q. Where does the bunker coal go?—A. We bunker mostly at North Sydney, and some on steamers used in the Government service.

Mr. CANTLEY: Merely coastal boats?

WITNESS: Yes, and the ice-breaker.

By the Chairman:

Q. None of your coal is sold to consumers?—A. No.

Mr. CANTLEY: You said the smaller operators were not able to get into the Montreal market due to their inability to load large steamers, and for other reasons—with which I entirely agree. Suppose you were given the same mileage rate as was in force for some period of time in connection with a certain amount of tonnage of Alberta coal to Toronto, in other words, a rate of 3½ mills, would you be able to get into the Montreal, and Quebec market generally, including the townships, during the winter months?—A. I do not think we could.

Q. That would give you a rate of $3 per ton, in that vicinity?—A. I do not think we could.

By the Chairman:

Q. What is the cost of your coal at the pit mouth?—A. About $4.20, depending on the output.

Q. The larger the ouput, the more would the cost be reduced?—A. Oh, yes, very much.

Q. Upon what scale or ratio, about?—A. If we were working to capacity, we could probably reduce the cost by 50 cents per ton.

By Mr. Bury:

Q. That would bring it to what?—A. $3.70.

Mr. CANTLEY: In answer to my question, you said you do not think you could get into the Montreal, or Quebec market?—A. With a rail rate of $3.20, we cannot compete with a water rate of 80 cents.

Q. I am referring to winter?—A. Yes, if we could get into the Quebec market, and into the New Brunswick market, a reduced rate to New Brunswick would help us, yes.

By the Chairman:

Q. How much of a reduction?—A. Any reduction would help the business. Business we are now getting we could get at the lower rate.

By Mr. Bury:

Q. Plus the margin that is keeping you out of that market now?—A. Of course, every reduction would help us.

Q. The point is the reduction must be enough to help you get into that market?—A. I would not like to give you the amount of reduction required, off-hand.

The CHAIRMAN: If you have not the exact figures, you had better not answer that question.

By Mr. Armstrong:

Q. Is there any foreign coal coming into that market, to interfere with you?—A. Yes, American coal is coming to Halifax at the present time.

Q. To what extent?—A. Over 5,000 tons of domestic coal were brought in this year.

By the Chairman:

Q. That is anthracite coal?—A. No, bituminous coal.

By Mr. Armstrong:

Q. For domestic purposes?—A. For domestic purposes.

By the Chairman:

Q. What part of the United States did that coal come from?—A. It came from Norfolk.

Q. West Virginia coal?—A. Yes.

Q. Pocahontas?—A. Some of it.

By Mr. Armstrong:

Q. What does it cost delivered there?—A. I think it is costing under $6.

By the Chairman:

Q. Delivered to the consumer?—A. No, delivered to the dealer.

By Mr. Armstrong:

Q. What is the rate from your mine to Halifax?—A. $2. From Norfolk to Halifax the rate is 90 cents.

Q. Your coal is equally as good?—A. Yes, as good as some of the American coal that is coming in.

By the Chairman:

Q. Is your coal as good as Pocahontas coal?—A. No, I would not say that.

By Mr. Howden:

Q. Your coal is perfectly good domestic coal?—A. Yes.

Q. Do you think you can produce as fine a coal as can be produced in Canada, or the bituminous type?—A. Yes, the Nova Scotia coal is as good, for domestic purpose, as any coal produced in Canada.

By Mr. Armstrong:

Q. If it had not been for the 5,000 tons of American coal that came in, you could have had that market, and reduced the price?—A. Yes.

By the Chairman:

Q. Why did not you do it?—A. We did not get the business.

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By Mr. Bury:

Q. Would 5,000 tons extra have much effect on your price?—A. Yes, it would have considerable.

By Mr. Macdonald:

Q. Only one shipment came?—A. No, there were several shipments.

By Mr. Bury:

Q. You say the total amount of American coal that came in was 5,000 tons?—A. That is for domestic purposes only, in 1926.

Q. 5,000 tons came in from 1st January, 1926, of American coal, for domestic purposes. Suppose there were an increase of 10,000 tons, would that have any effect upon the price?—A. Yes, considerable.

Q. How much?—A. I would say, 20 cents.

Q. You say if you got an additional market for 10,000 tons it would make a difference of 20 cents a ton at the pit mouth?—A. That is at Halifax alone.

Q. Have you any idea of the total amount of American domestic coal that comes into Nova Scotia, at points where you could meet that competition under favourable circumstances?

The CHAIRMAIN: Make that "normal."

By Mr. Bury:

Q. Yes, "normal."—A. You mean anthracite coal?

Q. Take domestic fuel, first. Have you any idea of the amount of American coal that comes into Nova Scotia, which fill the markets which you think you could fill under normal conditions?—A. Well, that question is a little hard for me to answer.

The CHAIRMAN: If you cannot answer direct, do not answer the question.

WITNESS: Speaking of American anthracite coal, there is a lot of anthracite coal that could be replaced by the local coal.

By the Chairman:

Q. I mean anthracite, and any bituminous coal that could be used for domestic purposes.

Mr. FLEMMING: The witness has not been referring to anthracite coal.

WITNESS: When speaking of domestic coal, that covers anthracite too. I imagine about between 50,000 and 60,000 tons.

By Mr. Howden:

Q. Mostly anthracite?—A. Yes.

Q. That is on account of the preference for anthracite coal?—A. Yes, some; principally in Halifax where they are used to using anthracite coal. They have not come down to using bituminous coal.

By Mr. Bury:

Q. When you speak of bituminous coal as being used for domestic purposes; is it steam coal, or a different class of bituminous coal?—A. It is good steam coal, and they are using it in competition with the maritime coal this year. That is something new.

Q. They are using steam coal for domestic purposes?—A. Yes, that bituminous coal, the same as steam coal.

Mr. CANTLEY: Anthracite coal, throughout Nova Scotia, is being supplanted by coke, every day?

WITNESS: Yes.

By the Chairman:

Q. Is coke meeting the competition?—A. I think coke is selling at Halifax for $11.20.

Q. As compared with imported anthracite coal?—A. The anthracite coal would be perhaps $3 over that.

Q. I should like to ask one question as to what proportion of coal that is used in the paper mills for drying purposes comes from the maritime provinces?—A. I cannot tell you.

By Mr. Howden:

Q. Mr. Burchell, in your opinion, is there any far off hope that you will be able to place fuel from your vicinity for domestic purposes, along the North shore of Lake Erie, or Lake Ontario to compete with coal that is now being moved across those lakes from the American side?—A. I do not see why it cannot be done, especially when we consider that there is an attempt to move coal from Alberta to Ontario.

Q. Leaving aside the matter of Alberta coal, all together, just now—

The CHAIRMAN: Make a direct statement.

WITNESS: Well, with proper shipping facilities in lake-sized boats, we can take coal from Sydney to the Lakes and get a return cargo of grain to North Sydney; if a grain elevator is built at North Sydney; and could supply grain to boats crossing the Atlantic. I think that could be worked out.

By Mr. Howden:

Q. You would have to meet an approximate price of $5 a ton at Hamilton and those places?—A. $5 is a little now, is it not?

The CHAIRMAN: $5.75.

By Mr. Howden:

Q. Perhaps, $5.75?—A. I think, probably.

Q. And your coal starts off at $4 and you have got to get it all the way there?—A. I did not mean to mention, perhaps, my own coal; there may be lower costs of production than mine. I think Nova Scotia coal could compete under those circumstances.

By Mr. Bury:

Q. But your particular coal could not?—A. It would depend on the output. If we could get an output high enough, to sell enough we can get the output down to compete with those prices.

By the Chairman:

Q. Could you give us an approximate figure of the output that would be necessary to meet those conditions?—A. With an order for half a million tons I think we would be able to get the cost down to compete with that.

Q. You have an organization able to produce that much?—A. Not at the present time, but by the time the transportation could be arranged we probably would have.

Q. It would depend very much on the transportation problem?—A. Yes.

By Mr. Howden:

Q. We had testimony before this Committee that it would take at least $2.75 to move that coal from Sydney or thereabouts.—A. With the return grain cargo?

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Q. Well, I do not know about the return grain cargo, but that is another consideration.

The CHAIRMAN: I do not believe that this discussion can get us very far along the line we wish to get information on.

By Mr. Flemming:

Q. There is only one thing I would like to ask. I would like to be a little more definite about the amount of reduction that might be made in the event of increasing the production, the amount of reduced cost. Now, you told us your production last year was about 80,000 tons?—A. Yes, sir.

Q. And your cost was in the vicinity of $4?—A. Yes.

Q. Now, supposing instead of producing 80,000 tons you produce 160,000, how much would your cost be reduced, in your judgment?—A. I think we could reduce that perhaps forty cents.

By the Chairman:

Q. What could you reduce it, just say how much it would be reduced?—A. Well, forty cents.

The CHAIRMAN: Just double that.

By Mr. Flemming:

Q. Supposing we doubled it again, made it 320,000, what would be the reduction?—A. Well, it would not be proportionate, might get another ten cents.

Q. This large production would mean a reduced price of probably fifty cents a ton, is that right?—A. Yes.

By Mr. Bury:

Q. Which would bring it down, with that mass production, to about $3.50 at the pit mouth?—A. Yes.

By the Chairman:

Q. Will you make this statement: that you can produce coal in your mines with a certain production at $3.50 a ton?—A. Yes.

Q. With a production of how many thousand tons?—A. Say 300,000 tons.

The CHAIRMAN: Well, that is a direct statement.

By Mr. Armstrong:

Q. There is no limit to the supply available?—A. No, lots of coal there. I am putting in a list of the freight rates that apply to us.

The CHAIRMAN: Any other questions gentlemen? You are excused, Mr. Burchell.

Witness retired.

Hon. G. S. HARRINGTON, (Minister of Public Works and Mines, Nova Scotia), called and sworn.

The WITNESS: I might say, just as a preliminary word to the Committee, that I am not a very deep technician on the coal industry, but I have here with me my deputy.

By the Chairman:

Q. Can you name him, please?—A. Mr. Norman McKenzie. And I also have with me, in case the matter of transportation interests you, an expert engaged by the Province of Nova Scotia, among other provinces.

Q. Can you name him, please?—A. His name is Mr. Cornell. Then, I see in the distance our good friend Doctor Camsell who is always ready to give us any technical assistance.

NORMAN MCKENZIE (Deputy Minister of Public Works and Mines, Nova Scotia, called and sworn.

By the Chairman:

Q. Have you prepared a statement? (Hon. Mr. Harrington answering).—A. No, I have prepared no statement. I was not aware of the line on which you were proceeding and I think possibly you may wish to ask me questions.

Mr. BURY: If Mr. Harrington knows our problem perhaps he could make his statement right now.

By the Chairman:

Q. Before we go any further, Mr. Harrington, we invited the Prime Minister of your province to be present before this Committee and he suggested that you should be invited to come as you had in your possession information that we are very anxious to obtain. In view of that information could you not give us a fair outline of the coal situation as it is in your own Province?—A. Yes, I think probably I can, Mr. Chairman. I would prefer to look at it, first of all, from the point of view of the Dominion rather than from the Province's. It appears to me essential that in Canada we make up our mind at the commencement whether or not we can adopt something in the nature of a national fuel policy, the aim and object of which would be to produce within Canada the coal that we consume in Canada. If we can adopt a policy of that kind I might possibly make some concrete suggestions at the present time that would assist towards it. You understand that the conditions will vary from time to time and such a policy would essentially pay to be elastic and include conditions from time to time to meet varying circumstances. The situation roughly in the Dominion, so far as our coal production is concerned, to the best of my recollection, is that we consume approximately thirty million tons of coal annually in Canada, of which last year Canada produced only some thirteen million tons, or a little over seventeen million tons of imported coal. Now, in the Province of Nova Scotia our coal trade was built up chiefly on a system of protection to the coal industry. The duties that were imposed in ratio to the cost of producing coal in Nova Scotia at that time were adequate to allow Nova Scotia coal to expand and absorb the market practically as readily as the organization could be made in the mines to produce it.

Q. In proportion to the protection given?—A. In proportion to the protection given. Now, owing to circumstances, general economic circumstances but probably accentuated largely by the way the prices of these commodities have, in the retail market, advanced very materially while at the same time the producing companies have been under certain disadvantages regarding the costs of production.

Q. In what way?—A. In Cape Breton, primarily on that latter point, our mines were very largely denuded of expert coal producers by enlistments, voluntary enlistments during the war. Unfortunately, a large percentage of these men were killed.

Q. They did not return?—A. They did not return, and many that did return were unfit for further service in the pit. They enlisted so freely that eventually, I believe, restrictions were placed on their enlisting.

Q. Do you attribute to these circumstances the higher cost of production?—A. That is one item of it.

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By Mr. Bury:

Q. You are giving us now your outline of the factors that enter into the higher cost of production?—A. Yes. I first stated that there were higher costs of production and I was asked particulars of them and I mentioned that as one. Of course, there is the obvious one in all coal producing, the farther away you get from the pit the higher your costs run. A great deal of our coal in Nova Scotia is submarine mined coal and naturally the costs mount to a certain extent.

By the Chairman:

Q. May I ask one question? These conditions would be aggravated the farther you get away?—A. In many particulars they would be. The net result of what I am saying is that with the Customs duty imposed on imported coal our coals in Nova Scotia to-day have lost their ratio of protection under which these industries were built up.

Q. That is by varying conditions?—A. By varying conditions. I think that a very large part of it is a perfectly natural process.

Q. Evolutionary?—A. Yes, it is inevitable. The cost of coal fifteen years ago at the pit mouth, the average cost in Nova Scotia, was not over $1.50.

Q. What year are you quoting now?—A. I am quoting fifteen years ago; I am not very specific about it. While to-day, I have no hesitation in saying that the average cost of production of coal at the pit mouth in Nova Scotia is over $3.

Q. Over $3?—A. Yes.

By Mr. Bury:

Q. Have you given us all the factors making that difference?—A. I do not think I have.

Q. Can you give us all the factors?—A. I have not aligned them in my mind.

Q. One is the fact that your expert miners were killed off during the war?—A. Yes.

Q. Another is the fact that your mines have to be pushed farther and farther and the result is the cost that is added to the cost of production?—A. Yes.

Q. Anything else?—A. Well, there are doubtless several others, but unfortunately I have not attempted to align them in my mind. I might mention one other just before I leave it; there has been some increase in wages.

Q. Any alteration in the working day?—A. Yes, it has been reduced from ten hours to eight hours, but I do not think that has an effect—

The CHAIRMAN: That would be the increase in wages?

The WITNESS: I do not think that has affected the ton per man per diem production.

By Mr. Bury:

Q. Do you know if there is any change in the production, in the output of Nova Scotia mines from the fifteen years ago to now?

The CHAIRMAN: Per man?

Mr. BURY: Per man.

The WITNESS: I would say that the production per man to-day is greater than it was at that time.

By Mr. Bury:

Q. Greater?—A. Yes.

Q. That ought to operate in the other sense?—A. Quite so.

Q. Making the coal cheaper?—A. Quite so, it would have a tendency that way. Everything I have mentioned probably has this reverse picture and the only way to arrive at a definite conclusion is to strike a complete balance, which I am certainly not prepared to give you. I am just mentioning some of the higher points.

Q. I am just taking the coal at the pit mouth.—A. Yes. The cost of materials is another thing. The cost of materials has gone up, and then that accumulates again. The farther you go into the pit, the longer roads have to be made and greater height has to be laid.

By the Chairman:

Q. And your increased transportation, I mean the transportation and all your materials that enter into that?—A. The cost of materials has risen, so that, as I say, the net result of these circumstances to which I refer is that the element of protection of the duty on the imported coals that compete with our Nova Scotia coal has lost its ratio entirely. I was saying that probably the cost fifteen years ago would not be more than $1.50 at the pit mouth, while to-day I am sure it is over $3 average cost. The duty is slightly increased—

By Mr. Bury:

Q. That is specific duty?—A. Yes. I believe that the great factor to assist in the coal production in Nova Scotia would be to have it placed on ad valorem duty basis instead of specific duty.

By the Chairman:

Q. In other words, you maintain that a higher duty is what you require for larger production?—A. I think that is one element.

By Mr. Bury:

Q. Due to the fact that the duty is now lower owing to the other factor being lower?—A. It is a process of evolution with one factor standing still. I might say, Mr. Chairman, that this matter really is taken up in the realms of party politics in Nova Scotia.

The CHAIRMAN: There are no politics in this Committee, sir.

The WITNESS: But for some years it has been entirely removed from the sphere of party politics in Nova Scotia. In furtherance of that statement; in the late fall or late winter of 1924, or January, 1925, a delegation from the Maritimes came up here. Possibly some of you gentlemen were here at the time. This delegation proposed increased duty amongst other things, to the then Government. The delegation was headed by the then Premier of the Province of Nova Scotia who was head of the Liberal administration. As a matter of fact, his brief on that subject is very lucid and very good. If the Committee has not got it I would suggest that it be made part of the record.

The CHAIRMAN: I cannot accept that as part of the record.

The WITNESS: Very well; possibly I could read some from it?

The CHAIRMAN: You may quote from it.

The WITNESS: I will just refer to the point of duties I was on.

By Mr. Flemming:

Q. That is as relating to coal?—A. As relating to coal, I am speaking exclusively of coal at the present time. (Reads):

History of the Coal Duty

It should be noted that the Nova Scotia mines have always had to compete with the product of United States mines and that the successive Governments of Canada of whatever party have given consideration to

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this fact in framing their tariff provisions. In 1879 the duty on all coal regardless of size or quality was 50 cents per ton, but a year or two later the rate on bituminous coal was increased to 60 cents per ton. In 1887 anthracite, which is not produced in quantity in Canada and which is essentially a house coal, was put on the free list. In 1897 bituminous coal was rated 53 cents per ton, but on fine coal or dust the duty was 20 per cent ad valorem, but not to exceed 13 cents per ton. This indicates the relatively small value of this material at that time. The existing tariff which came in force in 1907-8 admits anthracite free; bituminous round and run-of-mine at 35 cents, 45 cents and 53 cents per ton under British Preference, Intermediate and General classifications respectively; while bituminous slack, which is defined as "such as will pass through a ¾-inch screen," is rated ten cents, 12 cents and 14 cents under the same classifications.

The specific duty of 53 cents per net ton on the larger sizes of bituminous coal has remained unchanged since 1903, without any adjustment to an ad valorem basis that is necessary to restore the protection originally and continuously considered requisite.

In 1907 the value of 6,354,133 short tons, the output of Nova Scotia coal for that year, was calculated by the Dominion Bureau of Statistics to be $12,764,999, or $2 per ton. The value of the output of 1923, namely, 6,597,836 tons, was $28,170,458 or $4.12 per ton. Although the value per ton has more than doubled, the duty per ton remains the same.

It is evident, therefore, that the actual protection has been reduced by more than one-half.

In 1907 the import value of bituminous slack coal was 65 cents per ton and the duty was equal to 20 per cent ad valorem. In 1923 the value per ton was $3.63 and in 1924 it was $2.34 so that the duty in these years was only equal to 3.8 per cent and 5.9 per cent respectively.

The table below, which gives the average values per ton of bituminous coals imported in 1916 and in 1923 and 1924 and the percentage of duty collected, indicates clearly how the protective effect of the duty has decreased.

Round and Run-of-Mine

Year	Value per ton imported	Duty per ton cents	Per cent of duty to value
1916	$1 14	53	46.5
1923	3 92	53	13.5
1924	2 98	53	17.7
	Slack Coal		
		cents	
1916	$0 86	14	16.2
1923	3 63	14	3.8
1924	2 34	14	5.9

By Mr. Armstrong:

Q. What assistance, if any, would the Province be able to give?—A. Well, we considered that last year, and it was put very concretely before us in connection with the suggestion that the Province bear one-half of the excess of the present freight rate on Nova Scotia coal to Montreal plus what would be an equal freight rate to that granted to Alberta coal to the East.

By Mr. Bury:

Q. That is the $7 rate.—A. Yes, $7 was the rate. The difference in these two figures was $1.30. This rate was $4.50 and the rate equal to the Alberta rate would have been $3.20.

By the Chairman:

Q. To Montreal?—A. To Montreal. It was in reference to specific shipment of only 15,000 tons. Our contribution under that would have been approximately $10,000.

By Mr. Bury:

Q. Who was to pay the other?—A. The Dominion Government offered to pay the other. 15,000 tons was very slight relief for the acute situation we were trying to meet at that time.

By the Chairman:

Q. It was an emergency?—A. It was an emergency. We came to the conclusion, first, that a contribution of $10,000 from us direct toward relief measures would go far further than inducing employment that would simply produce 15,000 tons of coal. You see what I mean? We could make better use of our money. Secondly, we were afraid to face a situation under which our coal would be mined and pay us a royalty of 12½ cents per ton, while we were laying out 65 cents per ton, because our financial resources are very limited. There is no elasticity in our income in the province of Nova Scotia; it is pretty nearly fixed.

By Mr. Armstrong:

Q. Then you do not think the provincial government would undertake a proposition on a larger scale, on an estimate of that size?

The CHAIRMAN: On an increased production.

Mr. ARMSTRONG: That is what I mean.

The WITNESS: No, I don't think so.

By Mr. Bury:

Q. The bigger the production, the bigger the contribution?—A. All we need is a sufficiently large production to put up into liquidation.

By Mr. Armstrong:

Q. Would they cancel the government at all?—A. They would cancel the royalties altogether. You must remember it takes some money to operate the Department of Mines, and naturally a government would not want to see a department, that was a producing department, of its own natural resources, operating at a loss. As a matter of fact, it is doubtful if the government would be sustained if they did that.

Mr. BURY: May we ask Mr. Harrington to make his own suggestions, and let us know what the situation is, and the different elements entering into the problem. He may have thought out some solution.

The CHAIRMAN: Without asking for suggestions, might we ask Mr. Harrington to state under what conditions—

Mr. BURY: I was going to suggest he give us his own statement of how he thinks the problem might be grappled with.

The WITNESS: I will be glad to give you my views, but of course you will understand they are merely the views of a person closely associated with the industry, who sees the difficulties. I spoke at the commencement on the question of the national fuel policy that would tend toward producing in Canada the coal consumed in Canada. Well, we have invested in coal producing plants a very large sum of capital money.

By the Chairman:

Q. Approximately how much?—A. I would say approximately $150,000,000 in coal producing plants.

Q. How many men do you employ?—A. In the coal mining industry alone?

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By Mr. Flemming:

Q. Yes, that is the whole problem.—A. I would think when they are on full production, there would be somewhere about 15,000 men in the coal producing end alone, but it so closely allied with the steel manufacturing end in Nova Scotia—

Q. You mean in the whole province?—A. Yes, in the province. As I say, it is so closely allied to the steel manufacturing in the province, that they are almost inseparable.

The CHAIRMAN: We are not going into the steel proposition at all.

The WITNESS: No, but you are considering the consumption of coal, and when you get to the consumption of coal in Nova Scotia, you are getting right into the steel. I would say that in these two industries—which are inseparable, and which have been for the past few years—about 25,000 men are employed who, with their dependents, would probably constitute about one-quarter of the population of the province, who are dependent upon this industry.

By Mr. Flemming:

Q. Has any investigation been made into the rates charged on coal from points in Nova Scotia to, say, Montreal, as to how they compare?—A. Mr. Cornell will probably be able to tell you whether that has received consideration or not, but I doubt very much that it has.

By Mr. Bury:

Q. May we have the balance of your statement now?—A. Now we are faced not merely with the question of loss of ratio and duty that I mentioned a moment ago, but, roughly, the statement regarding the coal production in North America was that at the close of the war the United States was equipped in mines and plant and men, to produce practically twice their normal quantity. For the sake of argument—and these figures may not be quite accurate—let us say they were equipped to produce one billion tons of coal, while their normal quantity was five hundred million. You have seen the results of their attempting to shrink, on that policy, and we have suffered in Canada.

By the Chairman:

Q. Do you mean they tried to find a market in Canada for their excess coal?—A. Exactly, and we have coal which has been put into competition with our Canadian coal—

Q. Of equal quality?—A. Yes, coal that would compete equally in the markets. —that the American producers are sending to Canada to care for their surplus. I do not say they are actually sending it at a loss, but they are trimming it very fine.

Q. Answer this question, please; do they sell that coal cheaper in Canada than at home?—A. At the pitmouth, I know of one instance where they sell it cheaper.

Q. Will you quote that, please?—A. The price, you mean?

Q. At the pitmouth, yes.—A. I know of one instance—I am not at liberty to give you the name, but I daresay it would not be difficult to get it; I have not got it, to be frank—but I know of one instance—

Q. You know personally of this instance you are relating now?—A. I did not see the coal—

The CHAIRMAN: Then you had better not quote anything you do not know personally.

By Mr. Bury:

Q. What is the basis of your knowledge?—A. You will never get evidence—

Q. What is the basis of your knowledge?—A. An official who examined both shipments.

Q. An official of your government?—A. I would prefer not to answer that question.

The CHAIRMAN: Then we had better not have that evidence, gentlemen.

The WITNESS: I will take the responsibility of making this statement; you can buy coal at the pitmouth in Kentucky and West Virginia, for export to Canada, at $1.50 a ton, while if you bought the same tonnage for transport in the United States, you would have to pay $1.80 per ton. Further than that, I have seen a statement made by John L. Lewis, in his book published within the year, that the railroads give a preferential freight rate to Canada, in addition to that.

By Mr. Cantley:

Q. I think you are aware—at all events, you will tell us whether you are or not—that the anticipation of the soft coal strike of a year or a year and a half ago, which was asserted by the labour people to be a fight to the finish, and would likely tie up the soft coal production of the United States for a period of months, caused the collieries and railways to mine and bank approximately seventy-five million tons of soft coal. The strike did not come off, and in addition to their normal production, they had that enormous quantity which was thrown on to the market. What was the result, so far as competition in Nova Scotia was concerned?—A. The competition insofar as Canada was concerned, was that this coal, which was sometimes referred to as "distress coal" was being put on to the market at a lower cost than we could mine Canadian coal.

The CHAIRMAIN: What was the quantity, Mr. Cantley?

Mr. CANTLEY: In the neighbourhood of seventy-five millions tons, a quantity throught to be sufficient to carry the United States over a struggle which would probably last for six months.

By Mr. Howden:

Q. Do you know whether that coal was subjected to the dumping clause when it arrived in this country?—A. No, I don't know that.

By Mr. Bury:

Q. Do you know whether the dumping clause operates effectually or not?—A. I am not in a position to say definitely as to that, but I believe—

The CHAIRMAN: We don't want your belief.

The WITNESS: You are largely asking me for matters of opinion.

By Mr. Bury:

Q. On what ground do you base your belief? If you will give us that, we can draw the inferences ourselves.—A. Well, I would prefer not to state my grounds, but I would like to know now whether this committee desires me to express an opinion.

The CHAIRMAN: We do not want opinions; we want facts.

The WITNESS: Then a very large part of what I have said will be useless to you.

Mr. CANTLEY: I think, Mr. Chairman, upon reconsideration you will not stick to that.

The CHAIRMAN: Every witness has had ample opportunity of expressing an opinion, but we cannot possibly accept hypotheses as evidence.

Mr. CANTLEY: Are we not desirous of hearing the opinions of a representative of the government of Nova Scotia in regard to the coal situation?

Mr. ARMSTRONG: This man is willing to express an opinion.

The CHAIRMAN: Then we will accept this as the opinion of the witness.

MIKROFILM ARCHIVES, Series 3 (R.G. 7, I, Volume 9)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Mr. HOWDEN: Mr. Chairman, the witness has started in about eight times to make a statement to you, and has been interrupted every time. I am rather curious about that statement.

The CHAIRMAN: Will you put the question direct, Mr. Howden?

Mr. BURY: No; let Mr. Harrington finish the statement he has started.

Mr. ARMSTRONG: Give your opinion of anything that will be of interest to this committee.

The WITNESS: That is what I was attempting to do, and if I transgress, do not hesitate to stop me. I was saying that the industry had been met in these two ways with a loss of productive aspect on the duties, and also from this; what might be termed unfair competition from the United States producers.

Now, if competition of that kind continues to its logical conclusion, the producing coal mines in eastern Canada are bound to atrophy, and eventually they will become so restricted that they will not be able to supply a market in the St. Lawrence or eastern or central Canada, and it takes a lot of capital to get them in a producing condition. When once that comes, then you are at the mercy of the United States producers. You cannot get capital to again go into the mines to get them ready to produce, because they are faced at once with a rate war; they are faced now with a rate war. And once they are allowed to atrophy and shrink, capital will say they will again be headed off if they go in for new development. That is the reason for the National Fuel Policy which will conserve for consumption in the Dominion, the national supply of fuel in the Dominion, appearing as the proper way to work for the solution of this question. There has been confusion in considering the production of coal in Nova Scotia, of the industry with the operators. So far as the operators are concerned, I hold no brief for them; they are open for criticism, and we, ourselves, have criticized them. That is one thing. Another thing is the actual coal industry, and I think it should be looked at in this way, whether Canada wants to be self-sustaining regarding her production of coal.

The CHAIRMAN: I may say, that you may put your mind at ease, as that is the solution we are trying to find.

The WITNESS: I understood so, Mr. Chairman. That, I believe, is the reason why this problem should be taken out of the sphere of provincial consideration. It is true that measures that would tend to protect our industry are ones which would tend primarily to the benefit of Nova Scotia, and that is not without some return to the rest of Canada. If these mines are flourishing in Nova Scotia, they make a good market for farm produce, and for manufactured goods in the rest of Canada, and it is not entirely without reciprocal considerations of that kind. But, entirely apart from the question is the one whether central Canada and the St. Lawrence will not some day wake up to find themselves at the mercy of the United States coal producers, without domestic competition. So I believe the aim of the National Fuel Policy should be to produce in Canada all the coal that is consumed in Canada, and to work toward that end by such measures as from year to year and from time to time appear to be able to produce it.

Now, to increase our production in Nova Scotia to, say, seven and a half million or eight million tons, would have the effect of holding these mines together—keeping the organizations together. It would probably reduce the cost of the production of coal.

By the Chairman:

Q. Would it increase the price of coal to the ordinary consumer?—A. Undoubtedly that would probably be the first effect of the increase in duty. We may as well be frank about that. Colonel Cantley, a short time ago, expressed very clearly the effect of outside competition. It is not essentially the

amount of the goods that are sent into Canada to compete with Canadian products; it is the effect those goods can have when sold at a certain price that fixes the price for the Canadian producers, and they are faced with the option of either producing at that price, which may mean a loss to them, or putting the shutters on their factories.

The CHAIRMAN: We are not concerned with theories. We are looking at the coal situation.

The WITNESS: This is not a theory.

By Mr. Bury:

Q. You talked about a factory; you are speaking about the coal generally? —A. I will state emphatically that the fact that the price of American coal is fixed in that way has a great deal to do with the fixing of the price of coal in Canada, to increase it—

By the Chairman:

Q. Or to reduce it?—A. Or to reduce it.

By Mr. Bury:

Q. Can you suggest a solution? Can you suggest a method?—A. Well, I will give you my views on that. I believe any such policy as I mentioned should contain items, such as the following:

First, governmental assistance to ensure the erection of coking plants within the Dominion at points serving large centres of population—by-product coking plants. That is on the assumption and on the undertaking that these coking plants would use only Canadian coal.

By the Chairman:

Q. Would you have this condition apply to the industrial centres of Ontario? —A. The erection of the coking plants? Just to use Canadian coal.

By Mr. Armstrong:

Q. What other suggestions have you? That is number one. For number two I would suggest that the subvention which has been voted last year for the carriage of coal west of Montreal be applied to coal carried by water to Montreal, and shipped by rail west of Montreal; that a subvention be granted on the Federal treasury that coal from Nova Scotia be carried by water to Montreal, and shipped west of Montreal by rail.

By the Chairman:

Q. How much subvention would you suggest?—A. I will tell you, if you like. You gentlemen have probably been into this subject before?

Q. Yes?—A. I suspected as much. I have not had an opportunity, unfortunately, of following your deliberations.

Q. What suggestion have you to make?—A. I would suggest that a reasonable subvention, to commence with, would be one-fifth of a cent per ton per train mile, on coal, to points west of Montreal; not to exceed in gross $1.50.

Mr. FLEMMING: I do not think it would be useful to pursue that phase at the present time.

Mr. CANTLEY: Referring to that subject, it is within our knowledge that the government voted $200,000 a year and a half ago as a subvention towards the movement of coal, and of that amount, only $14,000 was expended.

The CHAIRMAN: It was not taken advantage of to any greater extent than $14,000.

WITNESS: It came into operation too late to conclude contracts for that year.

Mr. FLEMMING: It is a material fact.

MIKROFILMAUSG, Serien 3 (M.G. 2', I, Vol. [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

WITNESS: I think the Committee should appreciate that, and for that reason I would say that I have not completed what I was going to say. I suggest that the subvention period be set for three, four, or five years, so that the producing companies will know what they can do.

Mr. CANTLEY: The point being the period for which the subvention was available was too short, and Alberta did not get any benefit of it, to enable them to make arrangements, and the subvention arrangement lapsed with the session.

By Mr. Flemming:

Q. The previous subvention was limited to 250 miles, which is 50 cents a ton?—A. Yes.

Mr. BURY: I wish to point out the fact that the province of Alberta was never notified of it.

The CHAIRMAN: Alberta was not included.

Mr. BURY: Yes, it was.

WITNESS: The next suggestion is as to the revision of duties, so as to bring the ratio of import duties approximately to the place where they were when first imposed.

By the Chairman:

Q. On the same ratio as the increased cost of coal?—A. Yes. I had in mind a matter that was dealt with, I think, in the House, and as I have been asked to express my views, I will mention it. The question of the coal trade of Nova Scotia, as I said, was largely built up owing to the element of protection given it. Fifty cents a ton is the specific duty that is imposed at the present time, for no other reason than to extend the markets for Nova Scotia coals.

Q. Did your markets extend when the duty of 50 cents was put on slack coal?—A. Well I would not like to commit myself in regard to that, because slack coal has undergone a complete revolution in the market.

Q. It has become a valuable asset?—A. It has become far more valuable than it used to be, and I think it will continue to become more valuable. But coal that is imported from the United States for the purpose of bunkering boats in Canada, for some reason, is not subject to that duty. That coal can be shipped from the United States to Montreal for bunkers. I am informed on what I consider reliable authority that about half a million tons were used in bunkering at the port of Montreal, and it is actually released from that protective element of fifty cents a ton.

By Mr. Bury:

Q. Is it in the form of draw-back?—A. That is five cents a ton. In the same way, since protection was given to Canadian coals as against the importation of American coal, I cannot see why the draw-back of 99 per cent of the imposed duty is made when that coal is used for coking and metallurgical purposes.

Mr. CANTLEY: Is not it a fact that it is not paid as draw-back at all? Coal that is brought in from the United States and landed at Montreal, remains in bond; the steamer comes along that wants 500, 1,000, or 2,000 tons of bunker coal; that coal comes out of bond and goes aboard the boat, and there is no duty paid.

By Mr. Bury:

Q. It is not considered as coming into Canada; it goes out of Canada again immediately?—A. I say it should not be dumped in Canada for bunkering purposes. Canadian coal could be used.

Q. You have mentioned there was a draw-back of 99 per cent on coal that is used for coking or metallurgical purposes?—A. Yes, at five cents a ton. That draw-back should not be allowed.

Q. You contend Canadian plants should use Canadian coal.

Mr. CANTLEY: That is quite correct, but that is a matter altogether apart from bunkering of coal.

By Mr. Flemming:

Q. In regard to this bunker coal, the American coal comes to Canada and is dumped at Montreal, where it remains in bond; that is, it pays no duty?—A. Yes.

Q. Can that coal be used upon all classes of boats going out of Montreal?—A. Yes.

Q. British ships?—A. Yes.

Q. Canadian ships?—A. Yes.

Q. American ships?—A. Yes.

By Mr. Bury:

Q. That should not be allowed?—A. I cannot see any reason for it.

By the Chairman:

Q. Are you positive of that statement, in the manner asked by Mr. Flemming? Can you make that statement positively? You have reference to ocean-going ships?—A. Yes, I had forgotten that.

By Mr. Flemming:

Q. Does it matter what their registry is?—A. No, it does not matter as to the nationality. The important point is to correct the condition.

Mr. CANTLEY: Do our ships obtain a corresponding advantage in the American market?

WITNESS: No, it is my information that they do not.

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Q. Are you positive of the fact that they do not?

Mr. CANTLEY: We cannot put five thousand tons of Canadian coal in Boston, store it there, and put it on ocean-going ships.

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Q. Can somebody give us that statement positively?—A. I could file the Customs regulations of the United States with you.

Mr. CANTLEY: There is no question about it?

WITNESS: There is no question about it.

The CHAIRMAN: You are satisfied, Mr. Cantley, that coal sent from the Maritime Provinces, for bunkering purposes in Boston, has to pay duty?

Mr. CANTLEY: Certainly.

By Mr. Howden:

Q. I should like to ask a couple of questions.

WITNESS: Can I finish with regard to the draw-back on coal for coking, inasmuch as that is a protection against us with regard to bunker coal entering Canada. I cannot see the logic of the draw-back, which is taken from the general funds or revenue of the Dominion of Canada, to give preference to dealers in American coal, when it is used for coking and metullargical purposes. The net result of that is, so far as the steel producers of Canada are concerned, the protection given to the steel producers of Canada, using Canadian coal, is gone. I should like to add that, probably, as a separate point.

MEICHEN PAPERS, Series 3 (P.C. 24, I, Volume 12)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

WITNESS: I think the Committee should appreciate that, and for that reason I would say that I have not completed what I was going to say. I suggest that the subvention period be set for three, four, or five years, so that the producing companies will know what they can do.

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MEMOIRES PARLEC, Series 3 (H.C. 3', I, Mémoire 3')

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Bury:

Q. I want to get it clearly in my head; is there any protection given to steel producers by that duty on American coal which is afterwards drawn back? Is there any protection given, unless the Canadian coal is sold to him at less than the price of American coal, plus the duty?

The CHAIRMAN: Make that a little more concise.

Discussion followed.

By Mr. Bury:

Q. The witness stated there was a draw-back on American coal and it had the effect of taking away the protection given the steel manufacturers of Canada. That is what I cannot understand, unless, by the drawback of that duty, he is prejudiced in the price he pays for his coal?—A. I am not clear of having made the precise statement that Mr. Bury says I did, but if I made that statement I would like to follow it by saying that he is prejudiced in regard to the ultimate cost of his product, in competing with the American product.

By the Chairman:

Q. By using Canadian coal?—A. Yes. You are quite correct, it is a question of protection to the coal industries, and not the steel industries.

Discussion followed.

By Mr. Armstrong:

Q. You are through with your suggestions?—A. I believe that another thing which should be given consideration is the imposition of duty on coal coked in the United States, or coked abroad and being carried into Canada as coke.

By the Chairman:

Q. What is your view?—A. I believe it should be subject to the duty there is on American coal.

Q. You are aware that we have an acute fuel proposition in Ontario at times?—A. Yes.

Mr. CANTLEY: Will not the same apply to hard coal?

WITNESS: I do not think that it is necessary to apply it to hard coal, because coke, if produced under the conditions to which I have referred, that is, from by-product ovens in large centres, will enter into successful competition with anthracite coal on its merits. There should be a period of education.

By Mr. Bury:

Q. Do you suggest the duty should be in effect during the period of education?—A. It would probably assist. I do not want to find myself in a position of suggesting burdensome things, but I do think that a duty should be applied on anthracite screenings that enter into Canada.

By the Chairman:

Q. Used for industrial purposes?—A. Yes.

By Mr. Howden:

Q. Do not you think that a duty on coke would deter the importation of coke, by reason of the price to the consumer. First of all, the Ontario consumer must adopt coke in preference to the use of anthracite coal?—A. That might be a more logical way to approach it, but it will defer benefit accruing to the coal industry for some time. I think a little preference should be given to the use of Canadian coke in the Ontario markets, in order to stimulate the preference for coke, and displace the use of American anthracite as a domestic fuel.

The CHAIRMAN: We cannot possibly raise the price of coal to the industries of Ontario, without putting an unbearable burden upon them.

By Mr. Armstrong:

Q. Or increase the duty on their products. I know of factories in the province of Ontario that have been very seriously interfered with by reason of the duty on slack coal. Now, you were suggesting a still further increase on that same product. How can you expect these industries to carry on without some increase in the duty of their product?—A. Well, in regard to that, Mr. Armstrong, I would say if for their assistance they require further protection in the interim, probably they should have it. But I will go further and tell you this; that if once the Canadian coal producing companies go down, as I pictured some little time ago, they will be in the position where they are at the mercy of the United States producers, and they won't get coal at a price that will allow them to compete with the American producer.

Q. Have you noticed within the last few weeks that a merger is under way of some fifteen of the large coal producing companies in the United States? What effect would that likely have on the shipments to Ontario?

Mr. CANTLEY: Will you repeat that statement, I did not hear it?

Mr. ARMSTRONG: Within the last few weeks fifteen of the large coal companies of the western States have arranged to go into a merger. We know of smaller mergers of ten millions of capital within the last year. Would not those mergers, after they were consummated, be in a position to advance the price?

The CHAIRMAN: Or reduce it?

By Mr. Armstrong:

Q. Or reduce it to such an extent that you would be compelled to either increase your duty or go out of business?—A. The tendency of such a merger undoubtedly would be to reduce the costs of production and so extend their market, extend their competition.

By the Chairman:

Q. To give the consumers cheaper coal?—A. Yes.

By Mr. Armstrong:

Q. Are you convinced— —A. That merger to which you refer is in Illinois, is it not?

Q. Yes?—A. In one of the Western States?

Q. Yes.

The CHAIRMAN: Illinois and Indiana.

By Mr. Armstrong:

Q. Have you investigated this anti-dumping clause to any great extent?—A. Not sufficiently to give you any satisfactory evidence on it.

By the Chairman:

Q. But have you felt the effects of the legislation as it is at the present moment; that is, the dumping clause?—A. Have we felt the effects of it?

Q. Yes?—A. Yes.

Q. State how and when and where?—A. Well, as I stated a while ago, we felt that the anti-dumping clause in regard to coal was not adequate to assist us in Nova Scotia.

By Mr. Armstrong:

Q. Through not being properly enforced or in what way?—A. I would prefer just to limit my remarks to what I said, Mr. Armstrong; that we have not benefited very much.

FOREIGN TABLES, Series 3 (R.G. 7, I, Volume 5)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

By Mr. Flemming:

Q. Just a moment. We would like to get some information from you as to whether the cost of production could be materially lessened in Nova Scotia if there was an increase in the sale of coal? Now, we have had information—

Mr. CANTLEY: That is, supposing the production is increased from 5,000,000 tons to 7,500,000 tons.

The CHAIRMAN: You would include that last figure of 7,500,000?

Mr. CANTLEY: As a possibility.

The CHAIRMAN: Yes.

Mr. CANTLEY: Yes. I say, Nova Scotia could produce this year ten million tons, having a satisfactory market.

By Mr. Flemming:

Q. We have had evidence given to this Committee that you have mines working for a very limited number of days per week in the winter season. Now, if it were possible to get an adjustment of rates or a subvention that would keep your mines running fairly steady, would the cost of production be materially reduced?—A. Yes.

The CHAIRMAN: To what extent?

By Mr. Flemming:

Q. To what extent? That is, in your judgment; we do not expect you would know exactly, could not say that, but as far as your judgment would go?—A. I cannot answer that question, to what extent; it depends on too many considerations, depends on the amount of output.

Q. It is very, very important for us to know that; that is, as definitely as we can. We do not expect you to say, no one could be absolutely definite?—A. You do not expect me to give actual dollars and cents?

The CHAIRMAN: Give us the percentage.

By Mr. Flemming:

Q. But the probable reduction?—A. The cost to the consumer.

Q. We have the aim constantly in our minds to increase the use of Canadian coal, and we can increase the use if we can decrease the cost by increasing the use; the one fits absolutely into the other?—A. Yes. Well, all I can say in regard to that is that if the output from the Nova Scotia mines was capable of being spread practically evenly over a producing period of twelve months by—

Mr. CANTLEY: Any means whatever?

The WITNESS: By any means whatever. But you will understand, that shipments for coking purposes—

By the Chairman:

Q. To what extent?—A. From, say, the normal present output of five million tons to seven and a half or eight million tons. My opinion, which is all I can give you, is that it would reduce the cost of production at the pit head anywhere between fifty and seventy-five cents.

Q. A ton?—A. A ton.

Mr. CANTLEY: That is the information we want to get; that is valuable stuff.

By Mr. Howden:

Q. You say that your present output is five million tons?—A. Well, for the present year, of course.

The CHAIRMAN: Approximately.

By Mr. Howden:

Q. Approximately five million tons?—A. Five million tons would likely be the average annual production for the last ten years, I presume.

Q. Do you think that an output of seven and a half million tons would put your mining industries on a pretty fair basis?—A. I would say, yes; I said seven and a half to eight million tons.

Q. Would put your coal mine on a pretty fair working basis?—A. I would say so. If we had an insured outlet for an output of eight million tons a year and distributed evenly throughout the twelve months operation, I believe the coal mines in Nova Scotia would be quite a satisfactory proposition and I believe the cost of fuel could be reduced at the pit-head.

By the Chairman:

Q. The cost of production at the pit-head would be fifty to seventy-five cents less per ton?—A. That is my opinion.

By Mr. Armstrong:

Q. You could not expect your output to be consumed in eastern Canada from your mine unless the steel company's plants were in operation?—A. That is almost literally true.

By the Chairman:

Q. Why almost?—A. Because it is a matter of futurity and I do not like to make a positive, definite statement about the future, but I can say that the coal slack that has been utilized at the steel plant has been a balance wheel on the industry. That has, in the first place, allowed them to keep their organization at the pits together throughout the winter months; gives them an actual opportunity to work them, and has utilized a class of coal which hitherto has not been easily marketable, namely, slack taken out of their coal, and it has been a balance wheel on the coal mining industry.

Q. Will you repeat the statement again for the Committee that the price of that slack has been increasing in value?—A. Yes, it has.

By Mr. Bury:

Q. I have a letter here from the Fuel Commissioner and Trade Commissioner of Alberta, Mr. Stutchbury; have you met him?—A. No, I have not met him.

Q. He gives in this some of the suggestions you make. He makes this suggestion: "The Committee should be impressed with the importance of a Coal Sales Act covering all classes of coal produced in Canada", what do you think about that?—A. I have given no consideration to that.

Q. Given no consideration?—A. Would that be a Federal Act?

Q. That would be a Federal Act.—A. And in the nature of regulating prices?

Q. I imagine so.—A. I have never given any consideration to that aspect of it, but it would be a perfectly legitimate matter if the Federal Treasury would assist the coal industry and it has the full material before it regarding transportation costs and cost of production. It would be perfectly legitimate that it should inquire of the company and find out what is a fair price and set it.

Q. Certainly, as a correlative of the assistance they give?—A. Yes, I think so; but that is only my opinion in regard to the matter.

Q. He makes another suggestion, that an increase in the duty on bituminous coal of ten cents per ton, and sixty cents on anthracite coal which now enters Canada free, and that these two sources of income should be ear-marked by the Federal Government for the purpose of subsidizing the industry.—A. I have never heard this suggestion before.

Q. With regard to the ten cents per ton on bituminous coal?

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The CHAIRMAN: Will you state to this Committee when this communication was sent to you?

Mr. BURY: Yes. I got this communication about the beginning of this month.

By Mr. Bury:

Q. Have you considered that increase of ten cents per ton duty on bituminous coal?—A. No.

By the Chairman:

Q. Would an additional duty of ten cents per ton on bituminous coal be of great value to your coal mines, or to the Maritime Provinces coal mines?—A. Standing by itself, I would say it would not be very material, but taken in conjunction with other measures I believe it would assist very materially.

By Mr. Flemming:

Q. As a factor?—A. As a factor. I would like to suggest that you gentlemen ask Mr. Cornell, who is the Freight Rates expert on the question of transportation, any question you wish.

F. C. CORNELL called and sworn.

By the Chairman:

Q. What is your official position?—A. Traffic Manager of the Maritime Transportation Committee.

Q. How long have you been in this situation, Mr. Cornell?—A. A little better than a year.

Q. Prior to that where were you employed?—A. The Millers' Association, Montreal.

Q. In other words, you are very familiar with transportation costs with regard to coal in the Maritime Provinces?—A. Reasonably so.

Q. You have had previous experience with the transportation of grain?—A. Yes.

Q. Consequently, you are fairly well informed upon transportation generally?—A. That is up to somebody else to decide.

Mr. CANTLEY: As I understand it, Mr. Cornell is employed by the three Maritime Provinces to investigate and report on freight conditions and he is particularly acquainted with all the rate structures of the various roads in the country.

The CHAIRMAN: Then, Mr. Cornell is familiar with the freight rates now prevailing on coal from the Maritime Provinces.

By the Chairman:

Q. Have you a statement to make, Mr. Cornell?—A. No, sir, I am here at the convenience of the Committee.

The CHAIRMAN: Mr. Cantley, will you question Mr. Cornell?

Mr. CANTLEY: I think that Mr. Cornell had better make a general statement in regard to the freight rate. I am inclined to give him a free hand first and we will ask him questions later.

By the Chairman:

Q. Our situation, Mr. Cornell, is that we are trying to extend the area in which Maritime Province coal is now being used in Ontario. One of the obstacles we have had to meet is the cost of transportation. That, I believe, is a subject upon which you are familiar. Will you state to this Committee, what conditions or what changes in the freight rates would extend the area where coal from the Maritime Provinces could now be used?—A. I might make an explana-

tion here to this extent, that in January, the Federal Government, by Orders in Council P.C. No. 225 and 226, ordered an investigation into the cost of transporting coal all rail from the sydneys, Springhill, Minto Coal Mines and the Pictou district to Montreal, Quebec, and points west of Montreal and Quebec, and also reshipping rates from Quebec, Three Rivers and Montreal.

Q. In what area was this investigation made?—A. The investigation is now under way, we are right in the middle of it at the present time. There is one feature of the all rail movement from the Sydneys or from the coal fields of the Maritime Provinces to Quebec and Ontario that probably has not been brought out yet.

Q. Will you treat the Quebec situation first?—A. This feature that I am dealing with now, really includes both, and that is the reason why the Springhill coal mine or the coal mines of the Maritime Provinces are so far distant by rail from the centre of Canada. I think the shortest way in which to put this on record is to quote an extract from the official history of the Intercolonial Railway by Sir Sanford Fleming. At the time the road was built there was political and international feeling between the United States and Canada; in fact it went so far that the British Government refused to guarantee the bonds of the Intercolonial Railway unless it was built around the North shore by Campbellton and Bathurst. The result is outlined here by Sir Sanford Fleming very clearly. After tracing the developments, Sir Sanford arrives at this conclusion. This is quoting from chapter 6, page 77, of the History of the Intercolonial Railway.

Q. Of what document?—A. I will give you the reference. Sir Sanford Fleming was Chief Engineer in charge of construction and the book is in the Archives of the Dominion Government according to Act of Parliament, 1876, by the Department of Agriculture. (Reads):

Extracts from "A History of the Intercolonial Railway" written by Sir Sanford Fleming, Chief Engineer in Charge of Construction, and published by the Dominion Government, 1876

Chapter 6, page 77

The location of the line being necessarily confined to British territory, it was forced to make a considerable detour, to avoid entering the State of Maine. Had no national considerations presented themselves, or had the boundary been laid down according to the treaty of 1783, or even in accordance with the settlement proposed, and, to some extent, pressed by the United States some years prior to the Ashburton Treaty, there would have been no difficulty in securing a direct, eligible route.

The Railway would, in this case, in all probabliity, have followed the general course of the route surveyed by Captain Yule, in 1857, for the St. Andrews and Quebec Railway, as far as the neighbourhood of the River St. John, but with such modifications and improvements as further surveys might have suggested. Owing to certain political influences Captain Yule was bound by his instructions to pass to the North of Mars Hill. Thus his line was deflected out of the direct course to the seaboard; and it is highly probable that untrammelled he would have followed a shorter route. It is quite evident, from an inspection of the map, and from the natural features of the country, that lines of railway might have projected, so as to bring Montreal within 380 miles of St. Andrews, 415 miles of Saint John, and 650 miles of Halifax; and the distance from Quebec to St. Andrews need not have exceeded 250 miles, 67 miles less than to Portland. Fredericton, the seat of local government, would have been on the main line to Halifax, and distant from Montreal about 370 miles, and these lines, moreover, would have been wholly within

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the limits of the Dominion had the international boundary been traced according to the true spirit and intent of the Treaty of 1783.

The distance between Montreal and Halifax would thus have been lessened nearly 200 miles. St. Andrews would have taken the place of Portland as the winter terminus of the Grand Trunk Railway, and would have commanded, together with St. John, a traffic now cut off from both places, and centered at a foreign port.

The direct route would have brought the Springhill coal fields of Nova Scotia 200 miles nearer to Montreal than by the present line of the Intercolonial, and would have rendered it possible to transport coal by rail at a comparatively moderate cost.

If, under such circumstances, an Intercolonial Railway line to connect the cities of the Maritime Provinces with those of the St. Lawrence had been constructed, the building of 250 miles of railway representing an expenditure of $10,000,000 would have been unnecessary. Great as this saving is, the economy in working it and in maintenance would have been important. The direct line would also have attracted certain branches of traffic which by the longer route must be carried at a loss or repelled. These considerations render the difference in favour of the direct line incalculable, and cause the more regret that the treaty made by Lord Ashburton, which ceded territory equal in size to two of the smaller States of the Union, rendered such a direct line through British territory forever impossible. Although it is too late to rectify this almost fatal error it is important in a history of the Intercolonial Railway to recount all the steps by which so costly a consequence has been forced on the Dominion.

Q. Is this going to form part of your evidence?—A. Yes. The reason that I bring that in is that it is comparing the rail hauls from the coal fields of the Maritime Provinces.

The CHAIRMAN: This is filed to be incorporated in the record.

The WITNESS: The present all-rail rate from Springhill to Montreal is $3.60. You have a mileage there of 538—that is the C.P.R. short mileage.

By the Chairman:

Q. You are basing your figures on the longer haulage?—A. I am basing my figures on the longer haulage to arrive at the conclusion I am after.

By Mr. Flemming:

Q. Mr. Cornell, have you the figures you are about to give us in shape so they can be placed upon the record?—A. No, I only scribbled them down on short notice.

The CHAIRMAN: Make them as concise as possible.

The WITNESS: Yes. If the 200 miles of non-commercial line were eliminated, and the present per ton mile basis applied to the rates from Springhill, it would mean that the present rate from Springhill of $3.60 per ton could be reduced to $2.55. To Ottawa, the present rail rate of $4.70 per ton from Springhill, could be reduced to $3.11, and taking the Sydney basis; to Montreal, the present rate of $4.50 could be reduced to $3.60, and the rate to Ottawa from Sydney, which is now $5.80 could be reduced to $4.75. That is not taking into consideration whether that rate is on the cost basis or otherwise; it is simply eliminating 200 miles of track.

By Mr. Flemming:

Q. That would be making the railway suffer the loss of the military location of the track itself?—A. Yes; my contention is—and my principals contend the same thing—that it is unfair to saddle on to the traffic from the Maritime

Provinces this unnecessary 200 miles of track which was built for military reasons.

Mr. ARMSTRONG: What other information can we get, Mr. Chairman?

The CHAIRMAN: I have no questions to ask this witness.

The WITNESS: I might go farther and say, gentlemen, that it is almost impossible to state at the present time what might be termed a fair cost figure for moving coal from the Sydney or Springhill or any coal field, to the central province by the all-rail route, or the re-shipping routes, from Quebec, Three Rivers, and Montreal, particularly due to the fact that information which is ordered through the Railway Commission, from the railways, is not available as yet, to apportion the cost from these different angles.

By the Chairman:

Q. Mr. Cornell, what we are most interested in is the presently existing cost of transporting that coal from the Maritime Provinces to Montreal.—A. You have that information.

By Mr. Cantley:

Q. Mr. Cornell, supposing that a large movement of coal was made from the Nova Scotia fields, including Cape Breton, Pictou and the Springhill district, in the winter time, when cars were being returned empty; how much do you think would be the actual cost to the railway of such a movement?

The CHAIRMAN: You mean out of pocket, or on the rate, Mr. Cantley?

Mr. CANTLEY: On the rate.

By Mr. Cantley:

Q. At what rate could the railroad move it forward from these several points, put up in those cars which are now being returned empty?—A. I would say they could cut their present rate in half.

By Mr. Armstrong:

Q. How do you arrive at that conclusion?—A. I base it on the fact that a large movement of grain can be handled at a figure of about two-fifths of a cent.

By the Chairman:

Q. Your figures are based on the handling of grain under similar conditions?—A. It is unfair to say we must pick out the coal rate, and say it must stand on its own feet.

Q. That does not answer my question. I asked you if your figure was based on the handling of grain under similar conditions.—A. It is based on the lowest per ton mile, traffic moving to-day in large volume.

By Mr. Cantley:

Q. I will try to put my question a little differently and see if I can make it clearer. Supposing a train leaves Halifax, Truro, New Glasgow or Cape Breton, with 50, 60, 70 or 100 empty cars. Given the same locomotive power, what would be the cost of bringing that train filled with coal, rather than empty? How much would it add to the cost to bring these cars up to Montreal.

The CHAIRMAN: Is it fair to ask our friend the witness here to give evidence upon a subject which is really a transportation problem, and which information could be secured from railroad men?

Mr. CANTLEY: I take it this gentleman is a rate expert, and familiar with moving that clas of freight. I think I am right in that.

WITNESS: The quseiton is rather a difficult one to answer.

The CHAIRMAN: I thought it was unfair.

Mr. FLEMMING: I thought so too.

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The WITNESS: It is up to a railroad man, but is a question which even a specialist in transportation costs would find difficulty in answering.

By Mr. Flemming:

Q. I think we can get the idea in a different way. What is the mileage from, say, Springhill to Montreal?—A. I have 680 miles, C. N. R. I think the short mileage is 538 by the C. P. R.

Q. That is, 538 miles would be via the C. P. R., the short line across Maine?—A. Yes.

Q. Then the mileage to Ottawa, for instance, would be 100 odd miles more than you stated to Montreal?—A. Yes, it would be 110 miles more.

Q. Now, ought not the movement of coal from eastern Canada into central Canada to be cheaper than it ordinarily would be on account of the amount of empty car tonnage that must be conveyed from the east to the west every year, and therefore, coal could be conveyed, using these empty cars, instead of making the traffic stand essentially upon its own feet. Would it not make a material difference?—A. In the matter of utilizing cars both ways, yes.

Q. But, also, more than that, would it not make a material difference? You have got, we will say, 50 empty cars to convey from St. John or Halifax, to Montreal. Would it not make a material amount of difference whether you loaded those cars with coal, and conveyed them to Montreal, or whether you would bring those cars up empty, and then consider the question of taking empty cars from Montreal down there, to return them with coal? That is the point I am after.—A. Of course, the aim of any transportation company is to get full loads both ways. Unfortunately, the railways claim that these 120,000 copper bottom grain cars are not suitable for the coal traffic; their contention is that they are not the proper cars to use in the Maritime regions.

Q. Are you familiar with what is known as the $7 rate from Alberta to Ontario?—A. I have followed it.

Q. Assuming that to be a reasonable rate—I am not asking you to say it is—if you would apply that rate from Nova Scotia to central Canada, would it produce a rate materially less than the existing rate?—A. Yes.

Q. About how much?—A. Are you speaking now from Springhill?

Q. Yes.—A. This is a very rough estimate, but I would say you would cut down the rate to $2.40 per ton.

Q. Instead of what?—A. That is from Springhill to Montreal, as compared with $3.60, the present rate.

Q. Exactly. And from Minto, for instance, to Montreal, as compared with the present rate?—A. I have not the Minto mileage.

Hon. Mr. HARRINGTON: 406.

The WITNESS: It would probably cut it down to about $2.

By Mr. Flemming:

Q. Instead of what?—A. I don't know the present rate.

Q. Instead of $2.75. Could you give us that rate applied to Sydney Mines shipments?—A. Sydney shipments would be roughly, between $3.25 and $3.50.

Q. Instead of——A. $4.50.

Hon. Mr. HARRINGTON: I mentioned in my evidence the calculation we made last winter on a shipment from Sydney Mines, which was $3.20.

The WITNESS: I am allowing for a little increase per ton per mile, on account of the shorter mileage.

By Mr. Cantley:

Q. Now, Mr. Cornell, I will put my question in a little different way. Would not the actual cost of bringing empty cars coming west, be represented

by the extra cost due to the extra power consumed, a slight increase in water and lubricant; the train crews' wages being practically the same whether the cars come west loaded or empty. In other words, the extra cost would be confined to these three items?—A. With a reduction in the number of empties that could be handled on one train.

There is one thing which may not be apropos to this inquiry, but are these (indicating the charts). the official rates.

The CHAIRMAN: Our representative from the Fuel Board is responsible for that, and he will answer any questions.

The WITNESS: I am not going to cross-examine another witness, but I would like to place this on the record. I picked up in Montreal on my way down, the standard coal mileage tariff of the C.N.R. It is Canadian National Railway Coal Tariff CC-82, C.R.C. E-1014. It is a tariff which came into effect on January 15, 1926.

By Mr. Bury:

Q. Is there a difference between them?—A. Take, for example, the mileage from Montreal to North Bay. It is shown on the chart as 340. The standard mileage tariff here for bituminous coal for 340 miles is $2.90 a ton; their rate (indicating the chart) to North Bay is $3.60.

For a point like Timmins, where you have 601 miles; the rate in the tariff is $4 per ton, the rate shown on the chart is $4.95 per ton. For Cochrane, which is 593 miles, the rate shown on the chart is $4.95, and for 593 miles, the standard tariff charge is $3.90.

Mr. BURY: Perhaps Mr. Hotchkiss could throw some light on that.

Discussion followed.

By Mr. Armstrong:

Q. Did you investigate to any extent the handling of coal by water to Toronto and Hamilton?—A. No, I have not. I made a cursory examination, comparing that rate with the all-rail rate.

The CHAIRMAN: We have had that already.

Mr. BURY: Do not you think we ought to have the freight rates before us that were issued 1st January of this year, to have them put on the record?

Mr. FLEMMING: Yes.

WITNESS: I have with me the tariff, and the tariff can be obtained at any time by application to the Railway Commission.

By the Chairman:

Q. You can get another one, Mr. Cornell?—A. Yes. I will make out a comparison and hand it in in memorandum form, to be filed.

The CHAIRMAN: That will be quite acceptable.

By Mr. Bury:

Q. Do you know Duluth at all?—A. Yes.

Q. We had evidence that there was a machine there for unloading coal into boats.

The CHAIRMAN: We have gentlemen here who will give that information.

A. J. CREIGHTON called and sworn.

R. H. McWILLIAMS called and sworn.

The CHAIRMAN: Mr. Creighton is a coal dealer, and Mr. McWilliams is a stone-quarry man. In order to facilitate the work of the Committee, I may say that Mr. McWilliams is familiar with the rates and handling of Alberta coal to Ontario. Mr. Creighton has been dealing in Alberta coal for about two years, and trying to find ways and means of bringing that product to the Eastern market. Mr. Creighton, will you go on with your statement.

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Mr. CREIGHTON: We have been working on that problem for a couple of years. We were stalled for quite a while on account of the degradation of the coal being brought by water to the east. We could not get any further for quite a while, until we arrived at the conclusion that there should be a briquetting plant, in the east, to take care of the degradation of the coal. I have a sample of briquettes here. We came to the conculsion that if we could get a proper rate from the mines to the head of the Lakes, Alberta coal could be transported to the east to practically take the place of anthracite coal; as anthracite coal, to-day, has become a luxury in both the east and the west. Not only that, but on account of the trouble there has been in connection with the mines in the United States in the last ten years, and the soaring of prices from time to time has made us very dependent on our supply of domestic coal from the United States, where we have not got coal.

We wrote to Sir Henry Thornton in connection with the matter, and the correspondence is here, which I will leave with you. Sir Henry Thornton sent Mr. Warren to Owen Sound to meet us in connection with the matter. We arrived at an understanding with regard to the rates that we had in the east, that is, we took the commodity rate on coal from the bridge to Owen Sound, and compared that rate with the commodity rate that we required out of Owen Sound—we took Owen Sound as a basis—on the Alberta coal. Mr. Warren said that was a precedent that could be established, compared with the rates from Niagara Falls and Buffalo. Then we took the rates by water, by the use of self-unloaders, from Lake Erie ports, and Georgian Bay ports to Owen Sound; which is 85 cents a ton—that is, free on the dock. That is the railway rate.

By Mr. Armstrong:

Q. From where?—A. Lake Erie ports; Sandusky and Toledo. That is the lowest point from which we get coal. Then we asked Mr. Warren for a $3 rate from the mines to the head of the Lakes.

By Mr. Bury:

Q. From Alberta mines?—A. Yes, from the Alberta mines—the Drumheller district. He wanted to know how we arrived at the $3 rate from the mines to the head of the Lakes. We told him that we based that rate on the commercial commodity rate on grain in the east, compared with the west. We got the rates from the railway agent. We got the rate on wheat from Owen Sound to Niagara Falls, which is $3.60 a ton; while the rate on anthracite coal from Niagara Falls to Owen Sound, or vice versa, is $1.90 a ton. The rate on bituminous coal from Niagara Falls to Owen Sound, and from Detroit to Owen Sound, is $1.70 a ton; and 20 cents a ton less than on anthracite. That is on account of the value of the two commodities; one is worth so much more than the other.

We based our rate from the mines to the head of the Lakes at the same proportion, and it figured out at about $3 a ton from Drumheller district to the head of the Lakes.

By the Chairman:

Q. What is the present rate?—A. The present rate from Drumheller is $4.70 a ton on wheat.

By Mr. Bury:

Q. You do not know what the rate is on coal?—A. Only that they asked us $6, or $6.50, and 40 cents for loading at the head of the Lakes.

Mr. MCWILLIAMS: We got a wire from the C.P.R. agent at Owen Sound yesterday in which he said the rate was 27 cents; that makes it $5.40 in place of what Mr. Lapierre said—$4.70. I was talking to Mr. Creighton about it afterwards, and he said "I wonder where Mr. Lapierre got his rate?" I said,

"The C.P.R. has wired us the rate." The Canadian National have a rate of $4.70 against the C.P.R. rate of $5.40. There may be a little difference in the mileage.

The CHAIRMAN: If it is a competitive rate, the rates should be equal.

By Mr. Armstrong:

Q. I understand that Mr. Vaughen accepted our rate of $5.40, on the basis of a rate of $9 per ton for carrying coal through Ontario. You have had that rate of $5.40 submitted to you?—A. On grain, not on coal. What we were basing it on was the classification rate.

By Mr. Bury:

Q. What did he say when you put the $3 rate up to him?

Mr. CREIGHTON: He said they were not getting sufficient from grain. We replied to that with the statement that the producer did not say so; and the earnings of both roads did not say so. But we could not get any further, so far as the rate is concerned, to the head of the Lakes.

The CHAIRMAN: We have to accept the $5.40 rate as the rate to the head of the Lakes, on grain.

By Mr. Armstrong:

Q. Go on with the proposition.

Mr. CREIGHTON: We said wheat was worth from $35 to $50 a ton. Coal was worth $3 to $3.50 a ton; therefore, the coal should bear a rate in proportion to the value of the grain; in which way the classification works all the way round, in all commodities, because the space occupied is practically the same. Coal can be carried in equipment that grain cannot be carried in.

In order to make it a success at the western end, the railway would have to be equipped with up-to-date modern steel cars, of from 50 to 100 tons capacity. With a tuttle at the head of the Lakes, such as there is in Lake Erie, they could run cars up and dump them over, at the rate of 40 cars per hour, as is done at Duluth and other places in the United States. If these tuttles were put in shape, there is no reason in the world that we can see why Alberta coal cannot be brought down to Ontario, and, in a very short time replace anthracite coal that is now coming from the United States.

Br. Mr. Bury:

Q. You said that you had had some experience with Alberta coal becoming degraded by result of transhipment by water?—A. You misunderstood me. I suggested a briquetting plant to take care of the degradation. There is no Alberta coal coming east via water at all. But I have had experience in transporting soft coal from the United States, and have some idea of the breakage there.

Q. Do you know Duluth at all?—A. I know of it, that is all.

By Mr. Armstrong:

Q. Have you had any estimates given you in regard to the carrying of coal from Port Arthur or Fort William by boat?—A. Yes, we had a conversation some time ago with Captain James Foot.

By the Chairman:

Q. What authority had Captain Foot?—A. Why, he is a vessel owner.

Q. Was he competent to quote rates?—A. Yes. And he is Lloyd's agent in the city of Toronto.

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By Mr. Armstrong:

Q. What was the proposition he made?—A. Before we went to Sir Henry Thornton, we suggested to Captain James Foot that $1 ought to bring Alberta coal to the east, and he said, he would be glad to enter into a contract at any time to carry coal from the head of the Lakes to the east, at $1 a ton.

By the Chairman:

Q. What was the western point?—A. Owen Sound was spoken of.

Mr. McWILLIAMS: If we could stick to the head of the Lakes a little bit further.

By Mr. Armstrong:

Q. Mr. Cuttle of the Canada Steamship Lines was here some days ago, and he made a proposition to the effect that if his company were to receive a contract, guaranteed for five years, for the carrying of 500,000 tons of Alberta coal from Port Arthur or Fort William, he would guarantee to deliver that coal on docks, or in cars, at the ports on the Georgian Bay, or all the Ports on Lake Huron, down as far as Point Edward, for 50 cents a ton. It would not include the pure freightage across the water, nor the delivery of the coal from the boat on to the shore.

Mr. FLEMMING: My recollection is that the price included the cost of loading, but not the cost of discharging.

Mr. ARMSTRONG: It is the very opposite; he would install the machinery, for unloading purposes, in his boat.

The CHAIRMAN: That was included in the 50 cent rate.

Mr. ARMSTRONG: Yes, that was included in the 50 cent rate. That is why I say, as the evidence shows, that coal could be delivered at Owen Sound, for instance, at 50 cents a ton. If that coal was delivered from the mines to Port Arthur or Fort William, at the $5.40 rate, would that make it available for reshipment at a feasible rate, to compete with American coal?

Mr. CREIGHTON: It certainly would, but why is the dollar that is composed of one hundred cents in the East not as good in the West as it is in the East? Why give them $5.40, that high rate there, compared with their lower rate in the East.

Q. Of three dollars?—A. (Mr. Creighton answering). Well, $3; we put a minimum of $3.

Q. That is on grain?—A. No, on coal.

Q. On coal?—A. Yes, $5.40.

Q. You have compared the mileage in the East with the mileage in the West?—A. Yes.

Q. And your estimate bears out the fact—

Mr. McWILLIAMS: I do not think that is a fair way to put it.

Mr. CREIGHTON: The rate from Niagara Falls on coal is $1.90.

By Mr. Armstrong:

Q. How many miles is that?—A. That is, in round figures, 300; it is hardly that, but that is approximate. The rate on grain to that district is $3.60.

By the Chairman:

Q. For the equal mileage?—A. For the equal mileage.

By Mr. Armstrong:

Q. What is the rate on flour?—A. I do not know what the rate is on flour.

By Mr. Cantley:

Q. You made some remark in regard to the rate at which wheat was carried and the relative value of wheat and coal on the basis of which commodity rates are based, the value comes into account?—A. Yes.

Q. In view of that, what rate should coal bear?

The CHAIRMAN: You mean to the head of the lakes from Drumheller?

Mr. CANTLEY: No, from the head of the lakes to the point where the freight is $5.40 on wheat.

Mr. CREIGHTON: From the head of the lakes?

By Mr. Cantley:

Q. No. I understood you to say they were carrying grain at certain rates, I have forgotten the rate.—A. Yes.

Q. And you state that coal was only worth a very small proportion of the wheat, therefore, coal should be carried at a correspondingly low rate; what should that rate be, in your judgment?—A. That rate would be in the neighbourhood of $3, probably $3.50.

By Mr. Armstrong:

Q. You mean from Alberta?—A. From Drumheller, at the same proportion as wheat and coal is carried in the East.

Mr. McWILLIAMS: It is nine and a half cents from Owen Sound, or from Niagara Falls or Buffalo to Owen Sound on coal, and it is eighteen cents on grain from Owen Sound to Buffalo or to Niagara Falls, making a difference in the classification.

Mr. CANTLEY: What is the present rate from Drumheller to the head of the lakes?

Mr. McWILLIAMS: There is no rate.

Mr. ARMSTRONG: They have merely made an offer of a rate.

Mr. CREIGHTON: That is what we are trying to establish.

The CHAIRMAN: $5.40 is the grain rate.

Mr. CANTLEY: You say that rate should be reduced, taking a commodity basis, to three dollars.

Mr. CREIGHTON: Yes, to compare with the eastern rates.

By Mr. Armstrong:

Q. The mileage is greater?—A. The mileage is greater but the mileage is also greater on the grain. That is the way we classify them, grain and coal. Mr. Warren asked us this when he came to Owen Sound, when we made a skeleton layout of bringing it down to the head of the lakes and then by water to Owen Sound. This commodity rate out of Owen Sound of $1.50 was mentioned. "Well," he said, "we can dismiss your commodity rate out of Owen Sound, you have got a precedent for that. We can dismiss your lake rate, you have a precedent for that. What you want is a rate from the mines to the head of the lakes. That settles it, if we will give you that." "That is exactly what we want," we said. Then we started in and we took the matter up on that commodity rate, and he said, "well, gentlemen, do you want to stick to that $3 rate?" We said, "why should we not?" He said, "Do you want us to stick to that?" We said, "why should you not? With the rate on the grain and the classification of $30 to $50 a ton for wheat, and the price of coal at $3 a ton," putting them in their classifications, giving him a specific statement. "We have made a rate here," he said, "let us get to a concrete condition; let us make it short so that it will be absolutely concrete." "Take Owen Sound to Toronto, the grain rate is 13 cents, or $2.60 a ton; the stone rate is four and a half cents and five and a half cents. Let us take the outside one, $1.10. That is concrete, Mr. Warren, why won't that apply in the West?" "Well," he said, "I will have to leave it with you at that," he said,

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 9)

PUBLIC ARCHIVES
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CANADA

Detroit and they told me they will be burning Alberta coal inside of ten years, that is their prediction. In handling coal from Alberta to the Province of Ontario; there is two millions and a half tons of domestic fuel used in the central region of the Province of Ontario; to handle two and a half millions—I am just putting that at the outside—or better make it two million tons, you would have to handle fourteen thousand tons of coal a day, that is two hundred and eighty fifty-ton cars a day to bring that in during the water traffic season, into the Province of Ontario. Now, to handle two million tons or two and a half million tons all rail, which, if anybody is thinking of handling Alberta coal all rail from Alberta at a profit, forget about it, there will be no coal from Alberta. You have either got to handle it through the natural channels and through the course of least resistance, in the natural channels of grain, or you will never handle any Alberta coal. Now, if you would handle two millioins and a half tons all rail from Alberta it would take 62,500 cars one trip a year, just to load them and run them. You would get out of those cars at the outside six trips in the year, no more. Six trips is 300 tons; if you are getting seven dollars a ton you would only make $2.10 out of a car. The railroads would starve to death on that, they could make no money on that. If you take and reduce that this way, and put five thousand cars at the head of the lakes and five thousand cars at Owen Sound, or ten thousand cars, you will handle the whole equipment.

By the Chairman:

Q. On the basis of how many tons?

Mr. McWilliams: On the basis of two millions or two million and a half tons. If you will bring that down to the head of the lakes, dump it direct into self unloaders that carry seven thousand tons—I would say make the equipment right if you are going into a commercial business—you will save $20,000,000 for the Dominion of Canada per year. If we start with one boat of 7,000 tons, it will make five trips. Now, we will get at the price; that boat will make five trips a month into Owen Sound. Five times seven is thirty-five. Let us say one dollar—I am just making the figures so you men can grasp that—that is $35,000 a month that that boat will make. It costs $15,000 to operate her, for overhead and all, and I know what I am talking about.

The Chairman: From what experience?

Mr. McWilliams: I am in the stone business and I just come over from where they are handling fifty four thousand tons of stone a day, from Rogers, Michigan, that is the biggest stone quarry in the world. They have got the biggest unloading boats operating; the last boat they built carries 15,000 tons of stone and she unloads it at 1,500 tons an hour. That is how she handles stone. The arm is 150 feet long and before she is lashed to the dock and they throw the lines off that arm is out like that (indicating), and the machinery is all running. That arm is turned out over the dock and it will load directly into cars or load direct into the stock pile and will unload that at the rate of 1,500 tons an hour.

The Chairman: In open cars?

Mr. McWilliams: Into open cars, or into stock pile.

Mr. Bury: Will you come back to your figures?

Mr. McWilliams: Oh, I am going to come back to that. They were saying that if we would take a start at the mines and put in first class equipment, steel car equipment, up there, between fifty to seventy tons, and bring them down to the head of the lakes and put in a tipple there that would handle forty cars an hour—they handle a car every minute and a half. That is released into the boat, and then the boat leaves, and these cars go back again. Now, to handle a 7,000 ton boat—to make these figures short—it would take

140 50 ton cars. If you had four or five sets of these, it would start it off; you would have a set at the mines of 140 cars; you would have a set running, that would be two; you would have a set at the head of the lakes, that would be three; and then have an extra set for slipping in here and there, or four sets, about 600 50, 60, or 70 ton cars with which to start business. What would that do? That would give us in the season 35,000 tons a month, and for seven months would give you a little over 200,000 tons, in rough figures. In Ontario, the railroads could use any equipment they had, because it is all a short haul; anything that is a flat car, a 20 ton car, a 30 ton car, or a 40 ton car, or anything that would go out to your ten mile market, your 15 mile market, your 20 mile market, or to Toronto, which uses 1,000,000 tons of domestic fuel per year; London uses about 75,000 tons, Guelph uses about 45,000 tons a year, and so on, and then these cars would shuttle back to Owen Sound, so you would eliminate the car haulage of 900 miles from the head of the lakes to Ontario, and 900 miles back again with the empty cars, or a total of 1,800 miles.

When we sent that to Sir Henry Thornton, it must have appealed to him, because he made no delay in having Mr. Warren come and see us at Owen Sound, and take the matter up. We put the matter up to him in a brief way, so as to get at the head of the lakes what was wanted; if it was necessary to open up this trade, the grain carriers could handle it down, and then you could put your Brown hoist on it—you (the Chairman) and Mr. Armstrong will be familiar with the docks at Sarnia where they have a Brown hoist with five clamps on it, and it will take a steel boat and unload it anywhere from twenty-four to forty-eight hours directly into cars. That could be done with Alberta coal coming down too, but this will be a permanent business; it is an absolute necessity, and it is all our own, and we have got to get big enough to see that exactly as it is, and quit talking this nonsense of box cars, because if you have a box car, you have to wheel the stuff in, and you have to wheel it out again.

The Chairman: Just one word there, before you go any further. You are satisfied that Drumheller lignite coal can be hauled in open cars from the mines to the head of the lakes, transferred into boats with your system, distributed into the section of Ontario which you have just mentioned, without sufficient deterioration or degradation to make it unprofitable?

Mr. McWilliams: If it were, in a general way, disintegrated, and I speak commercially now—you can briquette it, and you have got the market anyhow. We have to go by precedence all the time to make a success of anything, and the big mines in Pennsylvania have their briquetting plant right at the hard coal mines where they are screening, etc.

The Chairman: I will put my question in another way. You do not consider that coal can be handled without a briquetitng plant at the point of transshipment?

Mr. McWilliams: You know, Mr. Lapierre, I would not say that, and for this reason: Mr. Creighton is a practical coal man, and we have a lot of coal coming in ; we use about 12,000 tons a year at Owen Sound—it averages about one ton to the individual; that is what they base their calculation on—

The Chairman: In your opinion, a briquetting plant would be a necessity?

Mr. McWilliams: I would go farther on that, and I would make this statement. Mr. Creighton and I took the matter up with Mr. Stuchbury—he has the letter and we have a copy of it—in which we stated to Mr. Stuchbury that we would like the Alberta government to consider the question of equipping at the head of the lakes—because the miners will take care of that—and to make a direct charge of twenty-five cents per ton until this equipment is paid for.

Mr. Bury: You mean the loading facilities?

Mr. McWilliams: Yes, to put the loading tuttle in at the head of the lakes, and at Owen Sound, if that would meet with their approval, and we

KEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 2)

PUBLIC ARCHIVES
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CANADA

By Mr. Armstrong:

Q. What was the proposition he made?—A. Before we went to Sir Henry Thornton, we suggested to Captain James Foot that $1 ought to bring Alberta coal to the east, and he said, he would be glad to enter into a contract at any time to carry coal from the head of the Lakes to the east, at $1 a ton.

By the Chairman:

Q. What was the western point?—A. Owen Sound was spoken of.

Mr. McWILLIAMS: If we could stick to the head of the Lakes a little bit further.

By Mr. Armstrong:

Q. Mr. Cuttle of the Canada Steamship Lines was here some days ago, and he made a proposition to the effect that if his company were to receive a contract, guaranteed for five years, for the carrying of 500,000 tons of Alberta coal from Port Arthur or Fort William, he would guarantee to deliver that coal on docks, or in cars, at the ports on the Georgian Bay, or all the Ports on Lake Huron, down as far as Point Edward, for 50 cents a ton. It would not include the pure freightage across the water, nor the delivery of the coal from the boat on to the shore.

Mr. FLEMMING: My recollection is that the price included the cost of loading, but not the cost of discharging.

Mr. ARMSTRONG: It is the very opposite; he would install the machinery, for unloading purposes, in his boat.

The CHAIRMAN: That was included in the 50 cent rate.

Mr. ARMSTRONG: Yes, that was included in the 50 cent rate. That is why I say, as the evidence shows, that coal could be delivered at Owen Sound, for instance, at 50 cents a ton. If that coal was delivered from the mines to Port Arthur or Fort William, at the $5.40 rate, would that make it available for reshipment at a feasible rate, to compete with American coal?

Mr. CREIGHTON: It certainly would, but why is the dollar that is composed of one hundred cents in the East not as good in the West as it is in the East? Why give them $5.40, that high rate there, compared with their lower rate in the East.

Q. Of three dollars?—A. (Mr. Creighton answering). Well, $3; we put a minimum of $3.

Q. That is on grain?—A. No, on coal.

Q. On coal?—A. Yes, $5.40.

Q. You have compared the mileage in the East with the mileage in the West?—A. Yes.

Q. And your estimate bears out the fact—

Mr. McWILLIAMS: I do not think that is a fair way to put it.

Mr. CREIGHTON: The rate from Niagara Falls on coal is $1.90.

By Mr. Armstrong:

Q. How many miles is that?—A. That is, in round figures, 300; it is hardly that, but that is approximate. The rate on grain to that district is $3.60.

By the Chairman:

Q. For the equal mileage?—A. For the equal mileage.

By Mr. Armstrong:

Q. What is the rate on flour?—A. I do not know what the rate is on flour.

By Mr. Cantley:

Q. You made some remark in regard to the rate at which wheat was carried and the relative value of wheat and coal on the basis of which commodity rates are based, the value comes into account?—A. Yes.

Q. In view of that, what rate should coal bear?

The CHAIRMAN: You mean to the head of the lakes from Drumheller?

Mr. CANTLEY: No, from the head of the lakes to the point where the freight is $5.40 on wheat.

Mr. CREIGHTON: From the head of the lakes?

By Mr. Cantley:

Q. No. I understood you to say they were carrying grain at certain rates, I have forgotten the rate.—A. Yes.

Q. And you state that coal was only worth a very small proportion of the wheat, therefore, coal should be carried at a correspondingly low rate; what should that rate be, in your judgment?—A. That rate would be in the neighbourhood of $3, probably $3.50.

By Mr. Armstrong:

Q. You mean from Alberta?—A. From Drumheller, at the same proportion as wheat and coal is carried in the East.

Mr. McWILLIAMS: It is nine and a half cents from Owen Sound, or from Niagara Falls or Buffalo to Owen Sound on coal, and it is eighteen cents on grain from Owen Sound to Buffalo or to Niagara Falls, making a difference in the classification.

Mr. CANTLEY: What is the present rate from Drumheller to the head of the lakes?

Mr. McWILLIAMS: There is no rate.

Mr. ARMSTRONG: They have merely made an offer of a rate.

Mr. CREIGHTON: That is what we are trying to establish.

The CHAIRMAN: $5.40 is the grain rate.

Mr. CANTLEY: You say that rate should be reduced, taking a commodity basis, to three dollars.

Mr. CREIGHTON: Yes, to compare with the eastern rates.

By Mr. Armstrong:

Q. The mileage is greater?—A. The mileage is greater but the mileage is also greater on the grain. That is the way we classify them, grain and coal. Mr. Warren asked us this when he came to Owen Sound, when we made a skeleton layout of bringing it down to the head of the lakes and then by water to Owen Sound. This commodity rate out of Owen Sound of $1.50 was mentioned. "Well," he said, "we can dismiss your commodity rate out of Owen Sound, you have got a precedent for that. We can dismiss your lake rate, you have a precedent for that. What you want is a rate from the mines to the head of the lakes. That settles it, if we will give you that." "That is exactly what we want," we said. Then we started in and we took the matter up on that commodity rate, and he said, "well, gentlemen, do you want to stick to that $3 rate?" We said, "why should we not?" He said, "Do you want us to stick to that?" We said, "why should you not? With the rate on the grain and the classification of $30 to $50 a ton for wheat and the price of coal at $3 a ton," putting them in their classifications, giving him a specific statement. "We have made a rate here," he said, "let us get to a concrete condition; let us make it short so that it will be absolutely concrete." "Take Owen Sound to Toronto, the grain rate is 13 cents, or $2.60 a ton; the stone rate is four and a half cents and five and a half cents. Let us take the outside one, $1.10. That is concrete, Mr. Warren, why won't that apply in the West?" "Well," he said, "I will have to leave it with you at that," he said,

MEMOIRES PAPERS, Series 3 (R.G. 2, I, Volume 2)

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"I will have to go to Montreal with these figures and we will let you know further." In getting it down to where we wanted to on that end of it, the matter of the commodity rate out of Owen Sound was settled because there was a precedent for that rate. That rate was settled as far as that went, that had a precedent. Now, it is getting to the head of the lakes. If we can get that rate settled satisfactorily there, then the trouble is over.

Q. That is a matter to go before the Railway Commission.—A. Well now, getting back to the head of the lakes, bringing coal down and putting it in the vessel by rail. The rate from the mines in West Virginia aboard the vessel is $1.99.

By the Chairman:

Q. Where did you get those figures?—A. I have them right here.

Q. From whom?—A. From the Craig Coal Company from whom I buy my coal. Here is the manifest. Here are the prices and weights and the cars; here is the price of the freight, $1.91 to the water and 8 cents for loading. Now, that is in small vessels, with larger vessels it would be less.

Mr. ARMSTRONG: That looks like valuable material, Mr. Chairman.

The CHAIRMAN: Yes, I am having this included in our report.

The WITNESS: Now, here is something else.

The CHAIRMAN: Describe it, please, for the reporter.

The WITNESS: A letter from M. A. Hanna, dated May 14, 1926. There are a couple of other items in connection with this but they do not amount to anything.

By the Chairman:

Q. Read what is of interest to the committee.—A. Yes.

> The above prices on coke are the lowest for the year and it is necessary that we make them for prompt acceptance. We are under the impression that you use self unloader boats for your dock at Owen Sound. We are advised that at the present time the rate is quite low on self unloader boats, ranging from sixty-five to eighty-five cents, depending on which concern furnishes the boat.

Mr. ARMSTRONG: That includes the rate of transportation?

Mr. MCWILLIAMS: Transportation, yes.

By Mr. Armstrong:

Q. What other suggestions have you to offer; these are worth while?—A. We have the suggestion that wherever this coal is delivered to we would like it to come to Owen Sound, but wherever it is delivered to that briquetting plants should be established at that place to take care of the degradation.

By the Chairman:

Q. Will you state, approximately, how much degradation there would be on coal handled in that way to Owen Sound?—A. I cannot; I can only give you an opinion on that.

By Mr. Armstrong:

Q. How much degradation did you estimate on the coal you received from the United States?—A. There would probably be ten per cent.

By the Chairman:

Q. What volume of coal would you have to handle at the point you mention to warrant the expenditure of erecting a briquetting plant?—A. I think you could start off with 500,000 tons in the first season, half a million tons.

By Mr. Armstrong:

Q. Five hundred thousand tons?—A. Yes. That coal must be handled through the trade, through the dealers. The dealers in the coal business, they have their money invested in their business, they are equipped to handle coal and they must be allowed a reasonable margin for handling that coal. I will make the suggestion, if you think fit, what the maximum would be.

Q. Based upon what experience, Mr. Creighton?—A. Based upon the experience that I have had in the last ten years in particular; on account of the soaring of the price of coal, the consumer must be protected. The consumer has not been protected. The retailer must be protected.

Q. At whose expense has the consumer or the retailer not been protected?—A. At the expense of the operators and the jobbers. The line company on the other side have been short of cars and with an abundance of orders and have not been able to supply regular dealers with the coal which they were requiring, but it has been passed out of the back door and the side door to the jobber and the price is raised from $2 to as high as $5 per ton.

Q. That was under abnormal conditions?—A. Yes. I think there should be restrictions put on the operator so that he cannot soar those prices or put them up in any other way just the same as was done last fall on the first of September when the anthracite strike came on. Coke was then selling at $6; I was paying $6.40 a ton at Buffalo for coke. Coke got up as high as $13. I paid $11.50 for coke in February myself, and it was not prepared size at that price, it was not broken at all. I got it at $11.50 from my friend, John Fraser, who wrote one of those letters, by taking three cars. Shortly after that the strike was ended and coke began to come down and anthracite began to run and as a consequence I have one of those cars of that large coke on my hands for which I paid $11.50 and freight, and I am buying it now for $6.50, prepared size. So I think those things should be looked after.

Q. But that was in time of stress?—A. Yes. But in those times that is the time the public want to be protected.

By Mr. Bury:

Q. Where was this briquet made?—A. In the Lycken Valley district, from the Lycken Valley mines.

Q. What is slack selling for at the briquetting plants?—A. I could not tell you that. That is made from the refuse of the Lycken Valley.

By Mr. Bury:

Q. Anthracite?—A. Yes, anthracite.

By Mr. Armstrong:

Q. What proportion of binder is in it?—A. I cannot tell you the proportion but the binder is corn starch and ashphaltum.

By Mr. Bury:

Q. How does that stand transhipment, better than coal?—A. Well, equally as good as coal.

Q. Equally as good as anthracite coal?—A. Yes.

Q. Better than bituminous coal?—A. Yes, better than bituminous coal.

Q. What about bituminous briquettes, would they stand transhipment and handling as well as or better than bituminous coal?—A. I have never seen any bituminous briquettes made.

Q. They do not make them?—A. I do not think so.

Mr. MCWILLIAMS: I would like to get back to the head of the lakes, because I think that is the most important end of it. This tonnage is going to occur, there is no question about that. I was talking with some men in

DOMINION PAPERS, Series 9 (R.G. 9), I, Volume 9

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CANADA

Detroit and they told me they will be burning Alberta coal inside of ten years, that is their prediction. In handling coal from Alberta to the Province of Ontario; there is two millions and a half tons of domestic fuel used in the central region of the Province of Ontario; to handle two and a half millions—I am just putting that at the outside—or better make it two million tons, you would have to handle fourteen thousand tons of coal a day, that is two hundred and eighty fifty-ton cars a day to bring that in during the water traffic season, into the Province of Ontario. Now, to handle two million tons or two and a half million tons all rail, which, if anybody is thinking of handling Alberta coal all rail from Alberta at a profit, forget about it, there will be no coal from Alberta. You have either got to handle it through the natural channels and through the course of least resistance, in the natural channels of grain, or you will never handle any Alberta coal. Now, if you would handle two millioins and a half tons all rail from Alberta it would take 62,500 cars one trip a year, just to load them and run them. You would get out of those cars at the outside six trips in the year, no more. Six trips is 300 tons; if you are getting seven dollars a ton you would only make $2.10 out of a car. The railroads would starve to death on that, they could make no money on that. If you take and reduce that this way, and put five thousand cars at the head of the lakes and five thousand cars at Owen Sound, or ten thousand cars, you will handle the whole equipment.

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Mr. Bury: You mean the loading facilities?

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MACKENZIE PAPERS, Series S (M.G. 27, I, Volume 2)

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would like to hear from them, and in the meantime we would take it up with the Ontario government, and ask them to look into the feasibility of installing a briquetting plant, and make a direct toll charge on that of twenty-five cents a ton, if necessary. Then the government would be capable of producing—or they would have the loading equipment at the head of the lakes capable of handling this coal. Then, if you are handling, we will say, 100,000 tons at Owen Sound, and you are giving the government twenty-five cents a ton, it amounts to $25,000; if you get up to 2,000,000 tons, you are talking real figures, and you are giving them that $500,000 a year, and it would not take long to pay for all the equipment you would want to put in, but we must take figures to make it absolutely big enough and broad enough so that they could be pruned, where you want to prune them.

Mr. ARMSTRONG: Have you the facilities at Owen Sound for handling the coal in the manner you have just described—for transhipment?

Mr. MCWILLIAMS: Oh yes. Another thing we laid before Sir Henry Thornton—we have the best harbour on fresh water; we were two weeks earlier in opening up this year than any other harbour on the lakes; the first grain boat came from Chicago and the next from Milwaukee, etc.,—and we laid before Sir Henry Thornton, in a letter, the statement about our harbour. We said "You just built a new elevator there last year, a one million bushel elevator. On that side you have 25 acres north of your elevator, and it will take another 100 acres along with that for trackage and dock facilities, and if this will prove a commercial success in handling it, you have all that property and everything right on the water front, on deep water. It is all mud bottom. That would all be available at a very modest price. Our city is anxious to get anything in there, and the property is not being used, and it is all water front property, and we have the same on the east side of the harbour—the C.P.R. side."

Mr. ARMSTRONG: The Dominion government would not have to make extensive expenditures in order to bring this about?

Mr. MCWILLIAMS: No; they would put in whatever dockage would be required; the Ontario government would put in a briquetting plant; the Alberta government would take care of the head of the lakes, then say to your railroad: "All you have to do is to haul this coal; you are making no outlay. What is your rate?" And it would be charged at the mines? Well, Mr. Creighton will take that up.

Mr. CREIGHTON: Mr. Brownlee, the Premier of Alberta, made the statement that if the quantities were being produced, they could make an arrangement with their miners to give them employment; which they are not getting to-day. The lowest price I had for Alberta coal was $3.50 at the mines. That is, for Black Diamond, and Evansburgh, Alberta; those are two places I got coal from, and the price was $3.50 at the mine.

By Mr. Bury:

Q. How did you find that Black Diamond coal?—A. I found it good.
Q. Did you find much degradation from it?—A. No, not very much.

By the Chairman:

Q. Are you satisfied it could be shipped in open cars to the head of the Lakes?—A. Yes.
Q. And delivered to you in Owen Sound in good condition, without necessitating a briquetting plant?—A. No, I think a briquetting plant would be necessary.

By Mr. Armstrong:

Q. That is, if there were a large volume?—A. Yes.

Q. In your experience in the handling of coal at the large docks on the American side of Lake Erie, did you find that there was much degradation in the handling of that coal from the cars into the boats?

Mr. MCWILLIAMS: There is not any; that is clean.

Mr. CREIGHTON: The degradation is produced after it leaves the car, dumping it into the boat, then coming via boat and being dumped onto the dock or into the car.

Q. That is what makes the degradation?—A. Yes.

Q. The degradation of Alberta coal would not be any greater than the degradation of American coal, would it?—A. I do not think so, but I have not had experience, therefore, I want to be absolutely within the mark.

By the Chairman:

Q. That coal would be transhipped at the head of the Lakes?—A. Yes.

Q. What would be the proportion, in your estimation, at that point, in the handling of that coal, at the initial point of transhipment at Fort William?—A. Practically nil.

By Mr. Armstrong:

Q. With these car dumpers, in dumping large cars of coal, we will say 75 to 100 ton cars, I am informed that the degradation is much less by dumping the large cars than it is if that same car was run out on a trestle and dumped in that manner. Do you believe that to be correct?—A. There would not be very much difference.

By the Chairman:

Q. Mr. Creighton, you claim that at the head of the Lakes, the first handling of the coal would not degrade the coal to any great extent?—A. No.

Q. Any degradation would be in the handling at Owen Sound?—A. Yes.

Q. What do you say would be the degradation from the second handling at Owen Sound?—A. As I have said, I am not speaking from experience, but from the correspondence, which I have not got here, I learned from inquiry from a firm in Toronto who are handling Welsh coal, in reply to my question about the degration, they said they would guarantee it would not be over 20 per cent.

By the Chairman:

Q. Would you be prepared to make a statement that Alberta coal landed in Owen Sound would not be degraded any more than 20 per cent?—A. I could not make that statement, but I do not think it would.

Mr. HOWDEN: It would be exposed to two handlings after that.

The CHAIRMAN: I am only concerned with it landing at Owen Sound.

By Mr. Bury:

Q. Do you know Duluth?

Mr. MCWILLIAMS: Yes, sir.

By Mr. Armstrong:

Q. There is an awful difference between unloading coal into a boat at Fort William or Port Arthur, and unloading coal by up-to-date appliances, we will say by belt, by which method the degradation will not amount to more than perhaps 2 per cent, as compared with 20 per cent in the former case?—A. Yes, you would not get it down to 2 per cent; the dropping of that coal onto the pile, that coal will drop all the way from 15 to 20 feet.

Q. You can regulate the distance of the drop?—A. Yes, but you cannot regulate that conveyor below the rail of the vessel. As you unload the vessel, it rises in the water, and the pile is coming up along with it.

MIKAN 141.55, Series 2 (R.G. 2, I, Volume 2)

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Q. That is true, but still that carrier, as I understand it, is regulated in the same way as carriers are regulated on threshing machines?—A. Yes.

By the Chairman:

Q. Would you not like to correct the statement you made that there would not be any degradation at all, that it would be nil at the head of the lakes?—A. Well, I say there would be no degradation, you could sweep it up with a broom.

Q. But there would be some degradation?

Mr. McWILLIAMS: If you take that car, and dump it into the boat, that car goes back, and is clear—away she goes—there is no degradation there. We found degradation to be at the point of discharge.

By the Chairman:

Q. Wherever the coal is lifted?—A. Wherever it is discharged.

Mr. CREIGHTON: In the cars we got this winter, there was not sufficient degradation to have to screen it.

Q. Coal from Drumheller?—A. Yes, from Drumheller; there was not a pound of it screened.

Mr. BURY: That is practical experience.

By Mr. Howden:

Q. What was the destination of that coal?—A. Owen Sound.

By Mr. Armstrong:

Q. Would you mind letting Mr. McWilliams complete putting his statement on the record?

Mr. McWILLIAMS: I was speaking of Owen Sound as being the centre of distribution. Owen Sound has the C.P.R. and C.N.R. and interswitching. Owen Sound is 120 miles from Toronto, which consumes a million tons of domestic fuel each year. Owen Sound is about 120 miles from London, and St. Mary's. To put it more specifically, Owen Sound is right in the centre of the Ontario consuming market for domestic fuel, which market consumes two million and a half tons annually. And along with that, Owen Sound is prepared to do things, if you want that in your statement.

By Mr. Armstrong:

Q. Prepared to assist?

Mr. McWILLIAMS: (Answering) Yes, in every way.

Mr. FLEMMING: Can we get the approximate cost of this coal laid down at specified places in the province of Ontario? Let us start with the cost at the mine, at Edmonton or Drumheller. Mr. Creighton has told us that he had reason to believe that his price of $3.50 per ton could be reduced fifty cents.

Mr. CREIGHTON: Yes, to $3.

Mr. FLEMMING: Then, we would start with $3?

Mr. ARMSTRONG: $3 a ton at the mine?

Mr. CREIGHTON: Yes, at the mine.

By Mr. Flemming:

Q. Mr. Creighton, what do you put down as the reasonable cost of conveying it from there to Port Arthur?

Mr. CREIGHTON (answering): Well, I will rest on that price of $3. Now, if you will permit me, I would ask that the reporter not put this down.

The CHAIRMAN: Well then, you had better not give the evidence, Mr. Creighton.

Mr. CREIGHTON: I just make the suggestion because the railway company might use it. The suggestion was thrown out as to how much will it stand.

Mr. McWILLIAMS: That was asked, "how much will it stand?"

Mr. BURY: That is the principle of freight rates.

Mr. McWILLIAMS: That is not fair, that is not British and not Canadian, "how much will she stand?"

Mr. ARMSTRONG: Then, Mr. Chairman, is it understood that these statements are eliminated?

The CHAIRMAN: No; as being made by Mr. Creighton. You are satisfied that the statement stands at $3?

The WITNESS: Yes.

By Mr. Flemming:

Q. Let us proceed. Your suggestion is that $3 would convey it?—A. Yes

Q. To Fort William or Port Arthur, the head of the lakes. Now, from there to Owen Sound, cost of loading and unloading included.

Mr. ARMSTRONG: Fifty-eight cents.

Mr. McWILLIAMS: We will make that one dollar.

Mr. ARMSTRONG: Why make it one dollar?

The WITNESS: Mr. Cuttle's figure does not include unloading.

Mr. CANTLEY: Pardon me, let Mr. Cuttle's evidence stand by itself.

The WITNESS: Make it enough, make it seventy-five cents.

Mr. ARMSTRONG: Why make it that if we have a definite statement from ——

Mr. CANTLEY: We have two statements; we have one from Mr. Cuttle and we have another from another man.

The CHAIRMAN: We cannot expect our witnesses to all be of the same opinion.

Mr. FLEMMING: We are trying to get a price now from the evidence of Mr. Creighton. Now, what does he say it will cost to convey coal from Fort William to Owen Sound?

Mr. CREIGHTON: Seventy-five cents.

By Mr. Flemming:

Q. Are you familiar with the present coal rates to various points, say to Toronto?—A. (Mr. Creighton answering). I am familiar with the present rate from the bridge, from the border to the districts in Ontario and we are satisfied to take that rate, just reverse it out of Owen Sound instead of into Owen Sound. Mr. Warren said there was a precedent for that and that could be established.

Q. What would the rate be then from Owen Sound to Toronto?—A. To Toronto, about $1.20.

Q. Then the items that you have given us; $3 at the mines, $3 to Fort William, seventy-five cents to Owen Sound, and $1.20 to Toronto, would lay your coal down f.o.b. cars Toronto?—A. Yes.

Mr. BURY: And then include handling charges at the different points?

Mr. CREIGHTON: That is f.o.b. at the destination.

The CHAIRMAN: F.o.b. alongside Owen Sound.

Mr. CREIGHTON: This is Toronto.

By Mr. Flemming:

Q. That would be a total of $7.95?—A. Yes.

Q. F.o.b. cars Toronto?

Q. To that you would have to plus a profit for the coal dealer and the cost of distribution to get the price to the consumer?—A. Well, I would suggest that you keep to Mr. McGrath's figures, when he was Fuel Controller, of $3.50 to the dealer. That is his profit and the cost of distribution and everything. That does not say that he has got to charge that, let him charge as much less as he likes.

KEITHLEY FILMS, Series B (S.C. 2, I, Volume 1)

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By Mr. Armstrong:

Q. The competition will do that.—A. Circumstances alter cases. There are circumstances over which you have got to allow—

The CHAIRMAN: Just continue with Mr. Flemming.

By Mr. Flemming:

Q. To start at the beginning we have three dollars at the mine?—A. Yes.
Q. $3 to Fort William?—A. Yes.
Q. Seventy-five cents to Owen Sound?—A. Yes.
Q. $1.20 to Toronto?—A. Yes.
Q. And $3.50 to cover dealers' profit and the cost of distribution?—A. Yes.
Q. Making a total of $11.45?—A. Yes.
Q. You consider that is a reasonable figure?—A. Yes.

By Mr. Armstrong:

Q. How much coal can you handle at those rates; how much coal do you suppose you could sell?

The CHAIRMAN: $11.50 Mr. Flemming is the price we have arrived at as the price of landing Alberta coal in Toronto.

The WITNESS: We were not far out.

By Mr. Armstrong:

Q. How many tons of coal do you suppose the Government would be justified in arranging for?

The CHAIRMAN: For the restricted area in Ontario.

By Mr. Armstrong:

Q. For the restricted area in Ontario?—A. I am satisfied to start off next season with, half a million tons. You understand, this season is pretty well shot; there are a lot of people filled up with their anthracite coal.

Q. That is only one fifth the domestic consumption of Ontario?—A. Yes; and that would be increased every year.

By the Chairman:

Q. At what rate, approximately?—A. Well, not less than twenty-five per cent, until you capture the trade. I am making that light.

By Mr. Armstrong:

Q. Another important question I want to ask. Providing that we can this season deliver several boat loads of coal as tests, say from Duluth, we can arrange to have the coal taken to Duluth and dumped there. Have you been there?

Mr. MCWILLIAMS: Yes, I know the harbour. You would use American bottoms.

Mr. ARMSTRONG: Put it in American bottoms and bring it, we will say, to Owen Sound.

Mr. MCWILLIAMS: Because there is a boat just arrived from Duluth with 250,000 bushels of wheat last week.

Mr. ARMSTRONG: Direct to Owen Sound?

Mr. MCWILLIAMS: Direct from Duluth to Owen Sound.

The CHAIRMAN: Would you make this experimental shipment?

Mr. ARMSTRONG: Yes, that is what I meant.

By Mr. Armstrong:

Q. That could be arranged for this present season, could it not?—A. Yes.
Q. And it could be handled expeditiously at Owen Sound, could it not?—A. Sure.

Q. You have coal handling facilities there?—A. Yes.
Q. And if the boat was equipped with up-to-date machinery it would unload itself?

Mr. MCWILLIAMS: Self unloaders.

Mr. CREIGHTON: That is what I was going to suggest getting an American boat, you get self unloaders.

By Mr. Armstrong:

Q. And then we would have a definite idea of whether the proposition is worth undertaking or not?

Mr. MCWILLIAMS: If you get self unloaders we could handle through Mr. Madden. We could get him over to get in touch with the people or you could get—

Mr. CREIGHTON: Let the Government do that, I do not want to get in too far.

Mr. MCWILLIAMS: There is one boat, the *Wyandotte* 2,800 tons, and the *Huron* 5,000 tons. That self-unloader would dump it in pile at Owen Sound, and then re-handle it on to cars if you did not handle it direct on to the cars from the boat.

Mr. BURY: That is what I had in mind.

Mr. MCWILLIAMS: We could load into the cars direct, if we had the customers to take them away.

Mr. ARMSTRONG: It would be no expense, as far as the experiment is concerned, at Owen Sound?

Mr. MCWILLIAMS: No.

Mr. ARMSTRONG: There would be no trouble in handling a few boat loads this season?

Mr. MCWILLIAMS: Not a bit. We will give you the spate for unloading that, and all you will have to pay will be the direct handling charges from the stock pile to the cars.

Mr. BURY: May I now ask a question which I have been trying to ask twice, and have been stopped. Do you know Duluth?

Mr. MCWILLIAMS: Yes sir.

Mr. BURY: I was told by Mr. Hungerford this morning that there is at Duluth no loading machinery, that it is all unloading.—

Mr. MCWILLIAMS: I will tell you what they do at Duluth. The ore comes from Hibbing, Minnesota, which has the largest ore mines in the world, and they run solid trains of ore through to Duluth, and dump them directly into the boats, the same as they handle coal at Lake Erie ports. We have everything.

Mr. BURY: Have they everything for loading facilities, but they are using the dock for ore?

Mr. MCWILLLIAMS: Yes sir. They are not using the unloaders for ore.

Mr. ARMSTRONG: There you are.

Mr. BURY: Let me finish my question, please. I want to get the facts. Now, Mr. McWilliams, will you kindly tell me what the facts are? At Duluth, you say—

Mr. MCWILLIAMS: They run the ore from Hibbing, Minnesota, to Duluth, in 50 to 75 and 80 ton cars, and they are put on a tipple and discharged directly into the boats.

Mr. BURY: Are they, at the present time, at Duluth, unloading coal with the equipment they have there—— loading, I mean?

Mr. MCWILLIAMS: You send the coal up the lake; they have no coal there; they send the coal up the lake.

Mr. BURY: They are not, at the present time, using this on coal?

MIKROFILMAGE, Series 3 (R.G. 7, I, Volume 7)

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Mr. McWILLIAMS: I cannot follow you there, because I do not know why you should want to use them there.

Mr. BURY: I will tell you why; the suggestion is that we send a shipment of coal from the Alberta coal fields to Duluth.

Mr. McWILLIAMS: Duluth or West Superior; either one or the other.

Mr. BURY: All right. I am dealing now with a suggestion put before this committee before you were in the room; the suggestion was made some days ago to send a shipment of coal from the Alberta fields to Duluth, to load by this machinery at Duluth, on a self-loading boat. My question is, are they now using these machines at Duluth, for coal?

Mr. McWILLIAMS: No.

By Mr. Bury:

Q. They are not using them now to coal?—A. No, because there is not any.

Q. What I want to get at is this: for unloading coal they would have to use the machinery that is now used for unloading ore?—A. Exactly.

Q. I am asking you that because it is Mr. Hungerford's statement to me, and I want to check it up. Now, in using tuttles for loading coal, are they precisely the same class of machinery that is used for loading coal in other ports?—A. Approximately.

Q. They are no more severe on the coal?—A. No.

Q. What I want to get at is this: we want to make a test via Duluth, and unless that machine they propose to use at Duluth is to be a normal coal-loading machine, it is not a test. We do not want to use a machine that will be harder on the coal, and cause more degradation, because we will measure the degradation?—A. I would suggest that this Committee wire to the dock company at Duluth, and ask them what the facilities are for handling coal into the boats, and what the drop is. You can explain why you want the information.

By the Chairman:

Q. There is not, at the present time, machinery at Duluth that could give us a test that would be a fair average for future shipments?—A. I never noticed particularly whether that apparatus for handling the ore is a little higher than the apparatus for handling coal.

Mr. BURY: That is the very point I am at.

By Mr. Bury:

Q. That is my point. I am interested in Alberta coal. I do not want to make a test with regard to Alberta coal via Duluth if the machinery at Duluth will not be satisfactory?—A. Mr. Stutchbury, who has taken charge of the coal situation there, can go to Duluth and bring back direct information in that way.

By the Chairman:

Q. Just answer the question. You do not know what machinery there is at Duluth?—A. No.

By Mr. Bury:

Q. You do not know whether it would be harder on the coal or not?—A. No.

Mr. ARMSTRONG: Why are you trying to get the witness to say something he does not want to?

Mr. BURY: I have not tried to put an answer in the mouth of any witness since I have been on this Committee; but I have heard members of the Committee who have done it.

Mr. ARMSTRONG: The position is simply this: I am responsible for making this proposition, and my information is to the effect that at Duluth there now stands a thoroughly up-to-date iron ore unloader.

Mr. McWILLIAMS: The best in the world.

Mr. ARMSTRONG: And that unloader is just as capable of handling coal as it is of handling iron ore.

Mr. McWILLIAMS: I think you are right.

Mr. ARMSTRONG: That unloader is not in use, from what I can learn, because the iron ore is unloaded into the boats at another point. I understand that unloader has been idle, and it may be acquired for the purpose of making these tests.

Mr. McWILLIAMS: That may be so too.

By the Chairman:

Q. It might be so?—A. It might be so.

By Mr. Armstrong:

Q. And you are satisfied that up-to-date unloaders, such as are being used in the handling of ore would be satisfactory to unload coal into boats?—A. There is no question about it.

Mr. ARMSTRONG: That would be satisfactory to unload coal into the boats?

Mr. McWILLIAMS: There is no question about that.

Mr. CANTLEY: May I ask one question, and then I am through with these gentlemen. Both of them I think, have made reference to the briquetting. May I ask if they know what the cost of a briquetting plant would be, for an installation such as they propose, and what the cost of the operation would be, of the briquetting?

Mr. McWILLIAMS: What we did, we tried to get that to bring that to you in detailed form but it was impossible in the time to get it. We thought that we would make that suggestion direct to yourselves, for you to make that inquiry direct from the other side.

Mr. CANTLEY: Do you know the cost of briquetting?

Mr. McWILLIAMS: No, because I would not make that statement, nor Mr. Creighton would not make it; it is going on those books and it has got to be authoritative.

Mr. CANTLEY: I think it should be got and put on the books.

The CHAIRMAN: I will consider that suggestion.

Mr. BURY: You have answered Mr. Armstrong that this tipple, or whatever it is, at Duluth, self-loading machines at Duluth, is as capable of handling coal as it is of handling ore. I do not question that; but are you prepared to say that it is as capable of handling coal carefully, with reasonable care, as the proper coal loading machine?

Mr. McWILLIAMS: No.

Mr. BURY: That is what I want to get.

Mr. HOWDEN: I am just a little at a loss about one point in this proposed shipment.

Mr. McWILLIAMS: There is not any difference in handling—if you ask me a question direct I have got to answer that way—but there is no difference in the machines and handling.

Mr. CREIGHTON: They are similar.

Mr. BURY: I know that.

Mr. ARMSTRONG: They might not just have the equipment for putting coal into the boat.

Mr. CANTLEY: You are both skating all around the point. The fact is that ore is a material that does not become deteriorated by handling because

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the structure is harder. If you handle coal through the same apparatus you will destroy it.

Mr. BURY: That is the point.

Mr. ARMSTRONG: Yes. But these tipples are exactly the same, all but the chute that perhaps goes into the boat.

Mr. CANTLEY: All but the chute; that is a great difference.

Mr. FLEMMING: I would like to ask one question.

Mr. HOWDEN: It was with regard to this proposed shipment, and I understand that there is a contemplated rate of three dollars to the head of the lakes. Is that an understood and agreed fact to the railway officials?

The CHAIRMAN: Absolutely not, sir.

Mr. CANTLEY: A suggested rate.

Mr. FLEMMING: It is a suggested rate.

The CHAIRMAN: As a matter of fact, we cannot go into freight rates.

Mr. BURY: It is his claim as to what a fair rate would be.

Mr. FLEMMING: That is the idea.

The CHAIRMAN: Based on his own experience.

Mr. FLEMMING: I just want to ask Mr. Creighton another question. Are there any proper facilities now for handling at the head of the lakes, at Fort William?

Mr. CREIGHTON: No, none that we know of.

Mr. MCWILLIAMS: There is no tipple at the head of the lakes.

Witness retired.

ADDENDA.

1. Statements *re* Census of Cars, also Coal Consumption of Trains in Western Region, Canadian National Railways, by Mr. Crombie, Chief of Transportation.

2. Statement of Output of Coal, etc., by the Bras d'Or Coal Company, Nova Scotia, by Mr. Burchell, Managing Director.

3. Statement of Output of Coal, etc., by The Intercolonial Coal Mining Company, Westville, N.S., by Mr. Wm. Maxwell, General Manager.

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CANADIAN NATIONAL RAILWAYS
OPERATION AND CONSTRUCTION DEPARTMENTS
TRANSPORTATION SECTION

File 623.1.2.

MONTREAL, QUE., June 10, 1926.

To the Committee investigating Coal Resources of Canada, etc., House of Commons, Ottawa.

Referring to the question concerning the total number of box cars, and the number in bad order on our Western Region.

The census of June 1 shows we have on the Western Region the following:—

Box	31,306
Auto	716
Stock	2,593
Refrigerator	702
Total, closed cars	35,317

Cars in bad order on the Western Region shows as follows:—

Box	1,725
Auto	11
Stock	112
Refrigerator	43
Total, bad order cars	1,891

The Committee may desire to have this more accurate information on this point.

Yours truly,

D. CROMBIE,
Chief of Transportation.

CANADIAN NATIONAL RAILWAYS
OPERATION AND CONSTRUCTION DEPARTMENTS
TRANSPORTATION SECTION

File 623.1.2.

MONTREAL, QUE., June 11, 1926.

To the Committee investigating Coal Resources of Canada, etc., House of Commons, Ottawa.

In connection with the request of Colonel Cantley for a statement of the coal consumption for a loaded train as compared with an empty train, Mr. V. I. Smart, Operating Enginer of our Bureau of Economics, advises me that using the Western Region figures for the month of October, 1925, the coal consumption per train mile for the two trains would be:—

50 cars x 50 tons Loaded—2,800 tons—267.4 pounds coal per train mile.
50 cars x 20 tons Empty—1,000 tons—193.0 pounds coal per train mile.

This assumes a 50 car train each car weighing 20 tons have 36 tons coal contents, gross weight of loaded car 56 tons.

Yours truly,

D. CROMBIE,
Chief of Transportation.

STATEMENT SUBMITTED BY GEORGE B. BURCHELL, PRESIDENT, BRAS d'OR COAL COMPANY

June 16, 1926

OUTPUT

GROSS TONS

—	1922	1923	1924	1925	1926	Days	—
January	8,569	10,790	11,837	8,538	5,211	14	
February	7,795	10,368	12,701	7,069	4,458	12	1925
March	9,736	9,685	7,102	8,902	6,886	20	Capacity 150,000 Tons
April	8,451	8,193	5,447	7,101	5,053	15	
May	7,172	7,695	3,677	8,329	4,219	13	Output 80,143 Tons
June	7,909	9,080	5,066	6,763			
July	7,195	5,094	4,042	4,733			53%
August	6,443	10,353	2,552	4,938			
September	10,131	10,480	3,227	5,072			
October	15,044	9,143	3,743	5,985			
November	12,694	4,170	3,642	6,403			
December	13,983	6,990	5,308	6,310			
	115,122	102,041	68,344	80,143			
	223	222	227	222	Days		

SHIPMENTS 1925

—	Screened	R/Mine C.N.R.	Nut	Slack	Total
Railway		23,586			23,586
N.S., Rail	6,588	12,385	1,647	4,852	25,472
N.S., Water	2,158	796	26		2,980
N.B., Rail	152	12,446	325	5,484	18,407
Que., Rail	29	79			108
Nfld., Water		1,015			1,015
P.E.I., Water	463	774	93		1,330
Cape Race, Water	852				852
M.I., Water	280				280
Bunker		5,166	119		5,285
Boilers		235			235
Workers		593			593
	10,522	57,075	2,210	10,336	80,143

—		Gross	Net	—
Screened	10,522	6 00	5 34	Price F.O.B. vessels.
Run Mine	57,075	4 88	4 33	
Nut	2,210	5 50	4 95	
Slack	10,366	2 25	2 00	
	80,143	4 72	4 20	

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N.S. Rail	1925 Freight Tons	Rate $ cts.
Halifax	14,984	2 00
Truro	650	2 00
Sydney	1,848	0 70
North Sydney	1,442	0 60
Wolfville	1,168	2 90
Yarmouth	254	3 00
Antigonish	723	1 70
Iona	845	1 10
Mulgrave	326	1 60
Hawkesbury	392	1 60
Pt. Tupper	118	1 60
St. Peter's	256	2 30
Pictou	211	1 90
Windsor	299	2 90
Grand Narrows	261	1 10
Chester	86	2 50
Middleton	241	2 70
Ottawa Brook	285	1 20
Mahone	102	2 60
Muquodobout	44	2 50
Liverpool	29	2 70
Weymouth	34	3 40
Shelburne	38	2 80
Annapolis	39	3 30
Bridgewater	32	2 60
Lunenburg	41	2 60
Grand Pre	60	2 90
Port Hood	65	
Orangedale	96	1 40
Grand Anse	54	1 60
Christmas Island	91	1 10
Brookfield	34	2 10
Boisdale	73	1 00
George River	66	0 90
Sundry	185	
	25,472	
N.S. Water		
Canso	413	1 25
Margaree	140	2 50
Mulgrave	565	1 50
Smith's Cove	69	1 75
Hawkesbury	37	
Port Hood	70	1 75
Inverness	133	2 25
St. Ann's	528	1 50
Whycocomagh	109	1 50
Baddeck	361	1 25
Petit de Gras	116	
Eastern Harbour	68	
Isaac's Harbour	45	
River Bourgeous	58	
Little Narrows	44	
Sheet Harbour	92	2 25
Cheticamp	56	
Sundry	76	
	2,980	

N.B. Rail	1925 Freight Tons	Rate $ cts.
Edmundston	14,478	2 80
St. John	3,449	2 60
Campbellton	67	2 80
Nelson	145	2 50
Newcastle	81	2 50
Fredericton	96	2 90
Chatham	30	2 50
St. Leonards	31	2 80
Sussex	30	2 60
	18,407	
Quebec Rail		
Matapedia	71	2 80
Quebec	37	4 20
	108	
P.E.I.		
Georgetown	323	1 80
Summerside	266	1 80
Victoria	278	1 80
Souris	107	1 80
Minimigash, Special	75	3 50
Charlottetown	146	
French River, Special	67	3 40
Alberton, Special	68	3 40
	1,330	
Magdeleine Islands		3 00

THE INTERCOLONIAL COAL MINING COMPANY LIMITED, WESTVILLE, NOVA SCOTIA, CANADA, JUNE 10th, 1926.

To the Committee investigating Coal Resources of Canada, etc.
House of Commons, Ottawa.

I am enclosing herewith a statement giving the information you ask for.

Yours truly,

Wm. Maxwell,
General Manager.

THE INTERCOLONIAL COAL MINING COMPANY, LIMITED

(Submitted by Wm. Maxwell, General Manager)

Output last year ..... 202,300 gross tons
Average per day worked last year ..... 838 "
Capacity of plant per day ..... 1,000 "
Capacity of plant per year—say 275,000 to 300,000 tons.

Class of coal: Bituminous, suitable for either industrial or domestic purposes.

Private shipments of coal are made as far west as Bathurst, Campbellton, Edmundston, St. John and Fredericton in New Brunswick, and coal is being shipped to New Carlisle to the A. Q. and W. Railway. Last year, coal was shipped to the Temiscouata Railway at Riviere du Loup. We have also shipped coal for the C. N. Railways as far west as Mont Joli. All coal shipped by us for these points has been by rail.

—	Approximate distance from Westville	Freight Rate Per 100 lbs.	Per ton
	miles	cents	$ cts.
St. John	258	8½	1 70
Fredericton	360	11½	2 30
Bathurst	290	8½	1 70
Campbellton	354	10	2 00
Edmundston	490	10½	2 10
Matapedia	367	10½	2 10
Mont Joli	459	13½	2 70
Riviere du Loup	543	13½	2 70
Montreal	820	19½	3 90

All coal shipped by rail is sold f.o.b. Siding, C.N.R.

For water shipments, freight from mine into chutes at pier is 35 cents to C. N. R. and 40 cents per ton to private customers. The trimming charge for schooners is 10 cents per ton. Today, we are shipping only to Prince Edward Island by water.

Prices for various grades, f.o.b. our siding. (Dealers 25 cents less).

Nos. 1 and 2 Mixed Coal—	
Screened	$5 65
Run-of-Mine	5 15
Slack	3 50
No. 1 Coal—	
Screened	6 50
Run-of-Mine	5 50
Slack	3 75
No. 5 Coal—	
Screened	6 75
Run-of-Mine	5 75
Slack	4 00

(The Committee adjourned until 3 p.m. Friday, June 18th.)

MEICHEN PAPERS, Series 3 (M.G. 24, I, Volume 75)

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CANADA

3157

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 11

MINUTES OF PROCEEDINGS AND EVIDENCE

FRIDAY, JUNE 18, 1926

WITNESSES HEARD FOR EVIDENCE:

Dr. Camsell, Deputy Minister of Mines,—Recalled.
Mr. Hotchkiss, Secretary, Dominion Fuel Board,—Recalled.
Mr. Jelliff, M.P., *Re* Alberta Coal Mines.
Mr. Coote, M.P., *Re* Alberta Coal Mines.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

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ADDENDA

Data prepared by the Deputy Minister of Mines containing Nine Statements, a Chart showing Supply and Distribution of Coal in Canada, also a Map showing Coal Fields in Canada and United States. (See also Addenda at end of Evidence herein.)

315-B

MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,
FRIDAY, June 18, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 3 p.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Cantley, Flemming, Howden, Lapierre, MacDonald (Cape Breton South), and Neill.

In attendance:—Dr. Camsell, Deputy Minister of Mines, Mr. C. P. Hotchkiss, Secretary, Dominion Fuel Board, Mr. L. H. Jelliff, M.P., and Mr. G. G. Coote, M.P.

The Minutes of the last Meeting were read and approved.

Mr. Cantley moved, seconded by Mr. Howden—That Mr. Harrington, Mr. McKenzie, and Mr. Cornell, who gave evidence on Wednesday, 16th instant, be paid their railway fare, travelling expenses, etc., that are usually paid to witnesses giving evidence before the Committee.

Motion carried.

Mr. MacDonald moved, seconded by Mr. Bury—That 500 copies of No. 5 proceedings and evidence, with the corrections indicated by Mr. Wolvin therein be printed for the use of the Committee and of the House.

Motion carried.

Mr. Cantley informed the Committee that he had obtained information from the Department of External Affairs, British Embassy, Washington, in reply to a telegram sent by Mr. Cornell relating to regulations governing the entry in bond of Canadian coal in United States for the bunkering of steamships, etc.

Discussion followed. (See telegrams in Minutes of Evidence herein).

Mr. Armstrong moved, seconded by Mr. Flemming—That the Chairman telegraph the Premier of Alberta asking him to reply to the Committee's previous telegram, as the Committee were about to present their report to the House.

Motion carried.

The Chairman informed the Committee that he had received from the Deputy Minister of Mines, memoranda covering the requests made by the Committee on May 21st. The covering letter reads as follows:—

OTTAWA, June 11, 1926.

In accordance with the request of your Committee, I am enclosing herewith a series of memoranda referring to the questions asked me when I was before the Committee on May 21st.

These memoranda cover the following subjects. (See Addenda herein).

I trust that these memoranda will serve to answer the enquiries of the Committee.

Yours faithfully,

CHARLES CAMSELL,
Deputy Minister.

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Dr. Camsell was re-called and further examined relative to contents of the memoranda he presented, also in reference to semi-anthracite coal in British Columbia.

Mr. Jelliff, M.P., and Mr. Coote, M.P., were given leave to address the Committee in respect to quality of coal in certain mines of Alberta.

On motion of Mr. Armstrong, it was resolved that Mr. Jelliff and Mr. Coote be examined for evidence.

Mr. Hotchkiss was re-called and examined in reference to Canadian coal going to the United States for bunkering, also in regard to domestic coal and coking plants.

The Committee then adjourned to meet at call of the Chair.

V. CLOUTIER,
Clerk of the Committee.

MINUTES OF EVIDENCE

COMMITTEE ROOM 436,
HOUSE OF COMMONS,
FRIDAY, June 18th, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources and other matters in relation thereto, met at 3 p.m., the Chairman, Mr. Lapierre, presiding.

The CHAIRMAN: Order. I will ask the secretary to read the minutes of our last meeting.

Minutes read.

Mr. BURY: I move the adoption of the minutes.

Mr. CANTLEY: I second the motion.

Motion agreed to.

The CHAIRMAN: Is it the wish of the committee that we should go on with Doctor Camsell who will give us a brief outline of his printed report, which is very voluminous?

Mr. CANTLEY: In regard to the discussion in the matter of whether Canadian coal could be landed at points in the United States, and subsequently shipped as bunkers without payment of duty; a telegram was sent to Washington which I will submit to the committee, together with the reply which is to the effect that no provision is made for importation and subsequent exportation of Canadian coal without payment of duty.

Discussion followed.

Mr. HOWDEN: May we have the telegram and answer read?

Mr. CANTLEY: (Reads):

Night Letter.

OTTAWA, June 16th, 1926.

M. M. MAHONEY,
Department of External Affairs,
British Embassy,
Washington, D.C.

Please advise by wire collect if there are any regulations under the United States Customs regulations that will permit Canadian coal to be entered in bond for the bunkering of steamships of any kind at United States ports and if so what are the limitations stop. Address Chateau Laurier, Ottawa.

(Signed) F. C. CORNELL.

WASHINGTON, D.C., June 17, 1926.

F. C. CORNELL,
Care Colonel Cantley,
Ottawa, Ont.

Wire received in absence Mr. Mahoney have taken up with Customs division who advise that foreign coal for bunkering of steamships would enter United States port under U.S. Tariff item one five four eight no other regulations in effect.

(Signed) EXTERNAL AFFAIRS.

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Dr. C. CAMSELL re-called.

By the Chairman:

Q. Have you a general statement to make with regard to this evidence you want included?—A. No, Mr. Chairman, because I did not expect that you wanted me this afternoon until just a minute ago.

Q. But you can in a general way enlighten the Committee upon the evidence you wish added to this report?—A. I have some additional evidence to add to this report that I have submitted to you.

Q. Will you just state in a general way what it is?—A. There were a series of questions asked me when I was before the Committee which I listed here. The first one is "Semi-anthracite deposits of the Groundhog area of British Columbia". I have a short report on that subject. This area lies north of the Grand Trunk Pacific Railway and it covers an area of about 170 square miles and there are coal seams to an aggregate thickness of thirty feet in these series of rocks. No estimate has ever been made and no estimate is possible of the quantity of coal in this area. One can only say that there is a very large quantity of coal in it.

By Mr. Armstrong:

Q. No estimate of the number of tons of coal?—A. That can be measured in millions, probably hundreds of millions.

By Mr. Neill:

Q. Is it good anthracite coal, Doctor?—A. It is semi-anthracite.

Q. Ranking something like Banff?—A. Yes.

By Mr. Cantley:

Q. How does it lie, at what angle?—A. "The coal seams occur at various horizons in rocks known as the Skeena series which in this district underlie an area of approximately 170 square miles. Only a small part of the area, however, is coal-bearing and the rocks have been subjected to complicated folding, thrust-faulting and crushing which has resulted in cutting-off and repeating many of the coal seams and giving them a great divergence in strike and dip in closely related areas, so that the correlating of seams observed is most difficult. As yet only a small amount of development work has been done and although several of the seams have been traced for considerable distances by means of prospect pits the number of points at which the coal has been opened up are far too few to allow of even an approximate estimate of the tonnage of coal present being stated beyond that it probably runs into several hundred million tons."

By Mr. Flemming:

Q. About how far would that area be from the railway?—A. Somewhere in the neighborhood of one hundred miles in an air line from Hazelton.

By Mr. Armstrong:

Q. And how far from the coast?—A. About a similar distance.

By Mr. Bury:

Q. North of the railway line?—A. North of the railway. It is about a similar distance from the head of Observatory Inlet.

By Mr. Armstrong:

Q. Which is a good port?—A. That is the only port that it could come to. Coming the other way it would come to Hazelton on the Grand Trunk, possibly, which is 150 miles inland. The next question was the "Iron ore rates from Duluth, Ashland and Marquette to lower lake Erie ports." The rates on iron

ore from Ashland, Duluth and Marquette to lower lake Erie ports, that is to Cleveland and Toledo; 1923, 80 cents per gross ton; 1925, 70 cents per gross ton; 1926, 70 cents per gross ton. The coal rates from the lower lake Erie ports to the head of the lakes: 1923, 40 cents per net ton; 1925, 35 cents per net ton and 1926, 35 cents per net ton.

Q. Does that include loading and unloading?—A. These are simply freight charges.

Q. By boats?—A. Yes, by boats.

By the Chairman:

Q. For what year?—A. For three years, 1923, 1925 and 1926. The next question was: "Areas in Alberta from which coal should be obtained for the domestic market of Ontario." Now, that is a question which I realize the Committee considers a very important one, but after studying and considering the question pretty carefully, there were so many factors involved in the answer such as the distance from the Ontario market, the thermal value of the coal, the handling qualities, the storage qualities, the moisture contents and the price of the coal at the pit mouth; in addition to that there is the psychology of the consumer in Ontario. So that it is extremely difficult to balance those various factors and the conclusion that any one might come to would be merely a matter of opinion. But since the previous shipment of coal to the Province of Ontario the Provincial Government of Alberta was asked to designate the areas. I think that should be the proper course for anybody to follow in future shipments.

Q. Was that not carried out in these trial shipments that were sent from Alberta to Ontario?—A. The Ontario Government designated the areas from which the coal should come.

By Mr. Armstrong:

Q. That means you have no suggestions to make?—A. No.

Q. Could you not give the quality of the coals in the different areas?—A. I can give that, yes.

By Mr. Cantley:

Q. One other question. Could you give the area that is embraced in the district that the Government allows coal to be shipped from?

Mr. BURY: You mean, the areas from which the Alberta Government—

By Mr. Cantley:

Q. Yes. Is taking the responsibility for the present? That will give us the information we asked for.—A. On the last shipment I understand the areas that were selected were the Drumheller, Edmonton and Saunders.

By Mr. Armstrong:

Q. Saunders Creek?—A. Yes. I am using the term "Saunders," because the Alberta Research Council have divided the coal areas of Alberta into forty-five different fields based upon the quality of coal in those fields.

Mr. BURY: I may say, Mr. Chairman, just on that, and I think Dr. Camsell will bear me out in this, that the University of Alberta as well as the Province has been carrying on very careful inquiry into the relative values of the different Alberta coals.

By Mr. Bury:

Q. Is that not right?—A. That is right. That is, the University of Alberta, or rather the Research Council of the Province of Alberta, which consists very largely of the officials of the University, have done a great deal more of intensive work on the coals of Alberta than we have done here.

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Q. If the Government of Alberta were, as it no doubt would be, influenced in this selection of the best mines from which shipments would be made upon the advice of that body, you think that there would be very little doubt but that only the best quality of coal would be shipped?—A. I believe that would be the case.

By Mr. Armstrong:

Q. But you, Mr. Camsell, are acquainted with the location of the best quality coal in that province, are you not?—A. As I say, there are so many factors that one has to consider.

Q. That is all right, but the Ontario people would naturally look to you?—A. No, I do not think they should; I should say they should look to the Province of Alberta.

Q. Why so?—A. Because they know more about it than I do.

Mr. CANTLEY: Because they are the parties that have something to sell.

Mr. CANTLEY: Mr. Chairman, I think the real question that is involved there is if the Doctor can assure the Committee that so far as Alberta is concerned it has very, very large quantities of coal which are suitable for domestic consumption in the Province of Ontario. Beyond that we are not interested.

Mr. ARMSTRONG: That might be all right from your standpoint but the Ontario people have to burn the coal and they have to enter into a contract for, say, five hundred thousand tons.

Mr. CANTLEY: My presentation of the case is sufficiently broad to cover it, surely that is broad enough.

The CHAIRMAN: I guess Mr. Camsell can give you a little further information to clear that point up, Mr. Armstrong.

The WITNESS: In this statement I have submitted to you, I have made this statement: "Good coals for domestic purposes of the sub-bituminous variety are produced in large quantities from such areas as Coalspur, Saunders and Lethbridge and of the domestic variety in the Drumheller and Taber areas. Other good coals are produced in lesser quantities from other areas."

By Mr. Armstrong:

Q. From where?—A. Other areas, variety of other areas.

Q. Good domestic coal?—A. Yes. The next question was: "Depreciation in weight of some western coals when exposed to the atmosphere." I do not think I can summarize this; I had better give it to you in full, if you wish.

The CHAIRMAN: Is it necessary? It is going to be included in the report.

Mr. FLEMMING: Consider it as read.

The CHAIRMAN: We will consider it as read.

The WITNESS: Question No. 5: "Coal areas on the west coast of Cape Breton".

By Mr. MacDonald (Cape Breton South):

Q. Is that extensive?—A. No, that covers a page and a half.

Q. Can you summarize that for us just shortly?—A. "The coal areas in Cape Breton not controlled by British Empire Steel Corporation. Port Hood. Probable reserve: one seam one foot in thickness, on land, area three square miles, probable reserve of 3,000,000 metric tons." These figures I am giving you are taken from the report of The Coal Resources of the World. "One seam, 6 feet in thickness, marine, area two square miles, probable reserve of 12,000,000 metric tons. Actual reserve has apparently not been determined. Mabou. Actual reserve, two seams, six and seven feet, one square mile in area, marine, 12,000,000 metric tons.

Mr. MacDONALD (Cape Breton South): I do not think it will be necessary to go over it all.

The CHAIRMAN: It will be in the evidence.

The WITNESS: The sixth question was: "Bills introduced in the United States Congress relating to embargo on anthracite coal." There have been a number of bills introduced into the United States Congress. "In 1922 a resolution was introduced into the House of Representatives advocating that the Federal Fuel Distributor be directed to report to the House of Representatives on the amount of anthracite coal which had been shipped to Canada and other foreign countries since September 22nd, 1922, and the proportion which that amount bears to the total amount of anthracite coal produced in the United States since that date. And also as to the advisability of establishing an embargo upon the exportation of anthracite coal to Canada and to other foreign countries until such time as the requirements of the consumers of the United States are satisfied."

Mr. CANTLEY: I understand there are several of these, and more or less voluminous; I would suggest that the Doctor be good enough to summarize and say that one, two, three or four, give us the number, so that anybody interested can turn up the original matter.

Mr. AMSTRONG: Mr. Chairman, by that Colonel Cantley means that he would put in all the material that he has prepared?

The CHAIRMAN: Oh, undoubtedly; that goes in as an addenda to our report. We are just duplicating what would be in the report anyway.

The WITNESS: The seventh question: "Coal production per man per day."

Mr. ARMSTRONG: That would be included?

The CHAIRMAN: Yes.

The WITNESS: Here is a table showing the production by provinces, in Nova Scotia, New Brunswick, Saskatchewan, Alberta, British Columbia and the Yukon for the years 1921, 1922, 1923, 1924, 1925.

The CHAIRMAN: It is in tabulated form and ready for the report?

The WITNESS: The eighth question: "Smokeless coals of West Virginia." These coals come very largely from the Pocahontas district of West Virginia and are entering into Canada and enter into competition with the domestic fuels like anthracite and coke. You asked for the retail prices of this coal in Toronto. The retail price in Toronto reached $14 per ton in February of this year, but the present quotation—

By the Chairman:

Q. Have you any prices for previous years?—A. The present quotation is $12 a ton. No, I have not, because that coal has not been coming in in large quantities until quite recently. In Winnipeg, Pocahontas lump is retailing at the present time at $15 per ton delivered in customers' bins in any part of the city. The production of that class of coal in West Virginia runs in the neighbourhood of 40,000,000 tons a year.

By Mr. Bury:

Q. Just before you leave that, Doctor. Is there much of that coal going into Winnipeg? We understood that the west practically had the whole of the Winnipeg domestic market?—A. That coal is used not only for domestic purposes but for steam purposes and that is one of the difficulties that we have in determining the amount that comes into Canada for domestic purposes.

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By Mr. Armstrong:

Q. That coal is carried to Winnipeg by way of boats to lake ports, Port Arthur?—A. Port Arthur, yes.

Q. And then rail?—A. Yes. The amount sold to consumers in Ontario in 1923 amounted to 160,000 tons; this was for domestic purposes.

By the Chairman:

Q. When was it first introduced into Ontario?—A. I could not tell you that.

Q. Have you any figures besides those you just quoted?—A. No. In the same year there was sold to domestic consumers in Quebec, 21,000 tons, and in 1924, to consumers in Ontario, 239,000 tons and to consumers in Quebec, 106,000 tons. No figures are available regarding the quantities used for domestic purposes in Winnipeg.

By Mr. Bury:

Q. If that is a bituminous coal suitable for steam and domestic use, has it not the features of being smoky and oily, sooty, that the sub-bituminous coals of Alberta are free from?—A. Well, it is called a smokeless coal, because its volatile content runs about fifteen.

Q. It is free of those objectionable features?—A. Yes. The next question was "Coal mergers in United States." What I have here is what I have been able to get from the coal trade journals of the United States. There have been a number of mergers of coal companies of considerable importance.

By Mr. Armstrong:

Q. Have you been able to get particulars covering the most recent one where about fifteen coal mines were merged?—A. I notice here the first one I have on the list is a merger involving nineteen companies with a capitalization of $10,700,000.

Q. That is not the one I mean.—A. The nineteen companies involved are situated in the vicinity of Pittsburg.

By Mr. Bury:

Q. When was that merger made?—A. I do not know when that was done.

By the Chairman:

Q. There is a tendency, Doctor, for coal companies to merge in the United States?—A. Yes, there is, because of the coal situation in the United States, the keen competition that exists and the necessity for cutting costs as well as expanding their market.

Q. Are these a result of over production?—A. I could not answer that directly, but I can say this; a statement was issued by Secretary Hoover, I think a little over a year ago, to the effect that the coal fields of the United States were equipped to produce some eight hundred million tons of coal, whereas their market at that time was somewhere in the neighbourhood of four hundred million tons, four to five hundred million tons. That is one cause for the amalgamation of the companies and the necessity for reducing costs.

Q. In that case, in the case of mergers such as those you have just mentioned, some of those mines must eventually close down?—A. A great many of those have already closed down. The next question was: "Average prices of Canadian coal at mines in Canada". I have taken from the Dominion Bureau of Statistics figures to show the prices in the different districts in Nova Scotia, including Cape Breton, Cumberland, Inverness and Pictou and the average for the Province of Nova Scotia. This covers run-of-mine, screened and slack

coal for the years 1923, 1924 and 1925; the same information from New Brunswick, Saskatchewan, British Columbia and Alberta; all in tabulated form. The last question was, "Sources of supply."

Q. That is the map you had with you the first time you were here?—A. Yes.

Q. We had decided to have that included.—A. This map shows the amount of coal produced in Canada, that imported from the United States and the provinces to which it goes; coal imported from Great Britain and the localities to which that goes; the amount of coal exported from Canada, and the final column shows the amount available for consumption in Canada. Anthracite is distinguished from Bituminous coal on the chart. Those were the questions that were asked; I think I have covered them all.

Mr. Bury: If Doctor Camsell will submit it as his report we can move that the whole of it be incorporated.

The Chairman: Quite in order. Will somebody make a motion that this data furnished by Doctor Camsell be included in the report of the Committee?

Motion agreed to.

The Chairman: Mr. Jelliff has read some of the evidence given by Dr. Camsell and has asked the privilege of asking Dr. Camsell a few questions in order to clear up some points.

Mr. Jelliff: I do not wish to take up much of the time of this Committee, particularly to question anything that Dr. Camsell has said. I just want to say that in Ontario here you have a fuel problem, lack of fuel. In Alberta we have a marketing problem, in that we produce and are capable of producing an immense amount of coal from our coal resources but have no way of disposing of them.

The Chairman: Have you reference to bituminous coal?

Mr. Jellifff: The problem is to bring them together. I have resided in the Lethbridge constituency where we think—of course every man loves his own baby the best—that we have about the best domestic or sub-bituminous coal there is in the province. I do not wish to make any criticism of the other excellent coal districts that we have in the province, but simply to call your attention to that fact. Now, my understanding has been, possibly as a result of the work of this Committee, that there may be some trial shipments made by rail and water of our Alberta coal to Ontario, and I have a feeling that in allocating the different coal districts in the province a fair proportion of the coal to be shipped here for that purpose, the Lethbridge field should not be overlooked. I think also my friend, Mr. Coote, who is in the room, feels that the field which he represents, in MacLeod, should not be overlooked. I would like to place a little matter before the Committee, as to the quality of our coal. A statement was sent to me by the Committee of the Lethbridge Board of Trade.

Mr. Bury: I take it that Mr. Jelliff wants to make a statement to the Committee and I think his evidence should be taken in the ordinary way and put on the record.

The Chairman: If it is the wish of the Committee.

Mr. Bury: I mean, it is a statement he wants to make and he wants to incorporate this in his evidence. I would move that he be heard as a witness in the ordinary way.

Motion agreed to.

Mr. Jelliff: I want to put in another statement here which contains the chemical analyis of the coal of the Lethbridge district. I want to refer to it very briefly in comparison with the chemical analysis of the coals of the other areas.

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For instance, the calorific value of the coal from the Edmonton area, according to this analysis, is 8630.

Mr. BURY: Whose analysis is that?

Mr. JELLIFF: I cannot tell you where they got this. I have compared it, Mr. Chairman, with the analysis that is made in the Report of the Alberta Coal Commission in 1925.

Mr. BURY: There is the trouble, Mr. Jelliff.

Mr. JELLIFF: And these figures correspond in the main, relatively, with those figures in this analysis.

Mr. BURY: Mr. Jelliff is not able to give us his own evidence on that point.

Mr. JELLIFF: I could find out who made those analyses.

Mr. MACDONALD (Cape Breton South): I say in the selection of these coals that are to be sent down to Ontario, I do not think this Committee will have anything to do with it; the Alberta Government is the one that is going to select the coals if they are to be sent down.

Mr. JELLIFF: One of your members here, Mr. Armstrong, I think it was, a few moments ago was asking as to the qualities of these coals.

Mr. MACDONALD (Cape Breton South): That might be so, but we will have nothing to do with selecting the coal that is going to come down.

The CHAIRMAN: Your intention, Mr. Jelliff, is to put on record the quality of the coal of one area that evidently has not been touched by this Committee?

Mr. JELLIFF: I wish to point out the chemical analysis that has been made of the Lethbridge coal.

Mr. BURY: The trouble about that is this: That is not your evidence.

Mr. JELLIFF: That is very true, but I can easily wire and get the name of the authority.

Mr. BURY: I doubt if you can put it in that way. I would like to say this, as a member of this Committee, as far as I am concerned, Lethbridge will have the same square deal as every other part of the province. The view I take is that it should be authorized in Alberta who should select the fields. The effect of that may be to rule the Edmonton field out altogether.

Mr. JELLIFF: I should not want to put it in that way, Mr. Bury. I have no intention of putting it in that way. It is only that in this trial that is being made, I really felt that the province as a whole should be represented in these allocations. It might be that Lethbridge coal would stand handling better, less disintegration and so on, or prove itself better for the Ontario people. If the Drumheller coal was given a certain portion of that allocation, even if the Lethbridge coal seemed to be somewhat better, our average coal would be improved by having that element and we would be in a better position to market the coal of Alberta in Ontario. Might I remark that some test shipments were made down here during the last year, and it seems to me from what I could learn that one district alone was selected, and, in the main, there was a good deal of dissatisfaction in the rest of the province—in your part of the province, Mr. Bury, as well as in ours.

Mr. BURY: The reason for that was entirely this; that the shipment from these mines was made because they were on the C.N.R., and that is the reason why an arrangement was made with the C.N.R. for this test shipment, no arrangement being made with the C.P.R. The result was that the test shipments had to come from mines on the C.N.R.

Discussion followed.

Mr. JELLIFF: Mr. Chairman, may I say something in reply to my hon. friend. My remarks are simply relating to probable test shipments down here by rail and lake transportation. Now, I understand this C.P.R. situation; in fact, I have laboured with the C.P.R., and I understand if this test shipment is made, the Canadian Pacific is perfectly willing to join in it on the same terms as the Canadian National, so that there will be a chance for Lethbridge to have its proper allotment and representation in that shipment. I want to point out the quality of the coal, which has not yet been shown before this committee, to get the technical analysis and value of the coal before this committee, in determining this test. That certainly, it seems to me, comes within the purview of your committee.

The CHAIRMAN: May I ask Doctor Camsell one question. Would the area to which Mr. Jelliff has reference be included in your report?

Mr. CAMSELL: I referred to it as one of the areas producing a good quality of sub-bituminous coal.

Discussion followed.

Mr. JELLIFF: All I want to do is to put that analysis in. I can easily wire the proper parties to find out who made the analysis, to satisfy my friend (Mr. Bury). He said that Doctor Camsell had spoken highly of Lethbridge, and if that is the case, there can be no objection to having the analysis put in.

Then, in addition to that, I would like to have on the record the analysis of coal as given here, I think it is the second table of the report of the Alberta Coal Commission of 1925. That is all I wanted to do here. I wanted to make sure, of course, that these districts would have their opportunities along with the rest, and I do not wish to say anything against any district in my province, which is quite as dear to me as it is to Mr. Bury. We want to find a market for Alberta coal, and put into the Ontario market a coal which will be satisfactory to the Ontario people, and work together toward the permanency of that market. I care not where that coal comes from in Alberta. That is all I wish to present. I thank you very much.

Discussion followed.

The CHAIRMAN: Doctor Camsell, have you an analysis of the coal referred to?

Mr. CAMSELL: Yes. The Highwood area, which Mr. Coote has spoken of, is situated in the mountain regions of the province of Alberta, toward the upper part of the Highwood River. In this area, a belt of the older coals of the province of Alberta occurs, running northwesterly toward the C.P.R., and this belt contains high grade coal, although there is no production from the area, and I understand only a limited amount of development work has been done. The average analysis of the coal from Cat Creek, which is tributary to the Highwood River, will run as follows: Moisture, about one per cent; Ash about eight per cent; Volatile matter about sixteen per cent, and Fixed Carbon about seventy-five per cent.

Mr. CANTLEY: That is exceptionally good coal, and it shows that we have in this country enormous reserves of first-class fuel. This is a matter of considerable importance.

Discussion followed.

Mr. COOTE: I do not want to take up the time of the Committee. I want to thank you for asking Doctor Camsell for that statement. I think possibly you will find that is the highest grade coal referred to before this Committee. The manager of the Yale Hotel said he burned a truckload of that coal brought to him for test. It is about 45 miles from the railway, but the district is one

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in which it would be very easy to build up to, because the railway can follow the Highwood River right to the mine. The reason I wanted to put this before the Committee is, that if we are going into any extensive scheme, no doubt that area will be opened up by the Ontario market, because it has such a low moisture content, and would be worth while bringing it down. I think this area should be considered by this Committee, and by the Alberta Government.

I have placed in the hands of Mr. Armstrong a memorandum prepared by the manager of one of the largest coal companies in the Crows Nest Pass district. It is bituminous coal they are producing there. I have no opinion to give to the committee regarding it. I may say that in the Crows Nest area now, where they produce the bituminous coal, it is coal which compares in size to the anthracite egg coal, and they are selling it in various places in the west. The manager of a coal company, when he was here a couple of months ago, told me he thought it could be brought to Ontario and sold in competition with anthracite, if we had a suitable freight rate. That is simply additional evidence of the coal supply. I do not want to express any opinion as to the value of it as domestic coal, but I am told they are selling it in competition with domestic coal from other points in Canada.

Mr. JELLIFF: Do I understand that this analysis (indicating) is not admissable?

The CHAIRMAN: We will accept it on condition that you supply us with the names of your authorities.

Discussion followed.

Mr. BURY: This is on page 28 of the report of the Alberta Coal Commission of 1925.

Mr. JELLIFF: Then, this other analysis—

Mr. BURY: I object to that.

Mr. JELLIFF: This comes,—and I have a note of it—from the Coal Committee of the Lethbridge Board of Trade.

Mr. NEILL: Why not put it in as what it purports to be, an analysis from the Lethbridge Board of Trade.

The CHAIRMAN: I cannot see any objection to that whatever. It will be admitted in that manner.

CYRUS P. HOTCHKISS recalled.

By the Chairman:

Q. Mr. Hotchkiss, you were to continue your evidence on domestic coal?—A. Yes sir.

Mr. HOWDEN: Mr. Chairman, before Mr. Hotchkiss proceeds, if I may I would like to clear up a point that has been before us before to-day, with regard to the message that was sent concerning the Canadian coal sent to the United States, ostensibly in bond, or not in bond. I believe Mr. Hotchkiss has made certain inquiries, and if I am not mistaken, the report he gives controverts that received by Colonel Cantley.

The CHAIRMAN: I understand he will give that as he goes along.

Mr. JELLIFF: May I have another minute, Mr. Chairman? This statement I have handed in is an analysis I find to be taken from the work "Analysis of Alberta Coal" by Edgar Stanfield, Robert T. Hollies, and William P. Campbell. It is on page 37 of that report. I would like to substitute this for the one I have already put in.

The CHAIRMAN: It may be done.

	Lethbridge Area					
Location of Samples	District A			District B		
	See map on page 36			See map on page 36		
Usual Classification	Sub-Bituminous*			Sub-Bituminous*		
	Typical	Max.	Min.	Typical	Max.	Min.
Proximate Analysis:—						
Moisture %	10·2	10·9	9·2	10·3	11·2	9·6
Ash %	9·3	10·7	7·7	13·3	14·9	11·7
Volatile Matter %	35·8	37·7	34·8	35·5	37·0	34·3
Fixed Carbon %	44·7	46·0	43·3	40·9	42·8	39·7
Calorific Value, gross, B.T.U. per lb.	10,980	11,230	10,840	10,560	10,820	10,300
Moisture in Air Dried Coal %	7·1	7·3	7·0	7·4	8·5	6·3
Sulphur %	0·6	0·7	0·6	1·0	1·4	0·7
Fuel Ratio	1·25	1·35	1·20	1·15	1·20	1·10
Coking Properties	Non-coking			Non-coking		
Number of Samples	16+50			8+0		

Notes on page 18 must be consulted for significance of analyses.
*The Provincial Mines Branch classes this coal as Domestic.

The CHAIRMAN: Now, gentlemen, Mr. Hotchkiss will give us his evidence on coal going into the United States in bond.

The WITNESS: If you wish me to start at that point, Mr. Chairman. I made practically the same inquiry of Mr. Mahoney as was made by Mr. Cornell and I believe, at any rate I interpret my reply in a different way than Colonel Cantley has. I would be very loath to enter into an argument, or would not care to, but I think that it is simply, open to interpretation, open to argument. I wired Mr. Mahoney as follows:

> Please advise by wire what Customs regulations are in force regarding foreign coal received for bunkering purposes. Can foreign coal be shipped to U.S. ports and held there for subsequent coaling of ocean going vessels.

and he replied, as follows:

> Your wire sixteenth.
>
> In absence Mr. Mahoney have taken up with United States Customs who advise that foreign coal might be shipped to United States ports for subsequent coaling ocean going vessels under item one five four eight U.S. tariff Act. No other regulations in force.
>
> (Signed) EXTERNAL AFFAIRS.

Mr. CANTLEY: That is exactly the same as the other.

The WITNESS: I looked up Tariff 1548, which is as follows:

> Item 1548, Coal, anthracite, bituminous, culm, slack, and shale; coke; composition used for fuel in which coal or coal dust is the component material of chief value, whether in briquets or other form: Provided, that if any country, dependency, province, or other subdivision of government imposes a duty on any article specified in this paragraph, when imported from the United States, an equal duty shall be imposed upon such article coming into the United States from such country, dependency, province, or other subdivision of government.

My interpretation of that was that that is a reciprocal arrangement regarding coal duties.

Mr. FLEMMING: Only it does not reciprocate.

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Mr. BURY: The whole question is "how far does the reciprocal principle go?" Does it go to the length of allowing it in in bond? That is the general principle referring to coal in ports.

The WITNESS: This, Mr. Bury, is really an academic argument from the one side as no coal goes into United States ports for that purpose.

By Mr. Bury:

Q. No Canadian coal goes in for bunkering?—A. No.

Discussion followed.

The WITNESS: I think, perhaps, the Committee might be interested in a little further information regarding the bunkering of ocean going vessels in a definite form. I made inquiries into this subject some time ago, and as the British Empire Steel Corporation are practically the only company which supply Canadian coal for bunkering purposes and I asked them if—

By Mr. Cantley:

Q. Where?—A. For ocean going vessels.

Q. Where?—A. At Canadian ports.

Q. Oh, no, there are other companies supplying coal both at Pictou district and Cape Breton district.—A. I dropped that question as to whether it was reciprocal or not altogether, sir.

Q. I know that, but I understand you to say that Montreal or Quebec are the only points where— —A. Oh, no.

Q. Or that the British Empire Steel Corporation is the only corporation which is supplying bunker coal for ocean going vessels.—A. I say they supply most of the Canadian coal.

Q. All right, I agree with that.—A. I thought it would be possibly the most reliable information as regards quantities that are supplied. I received a reply from them which said, "The following represents the average annual tonnage of coal delivered to foreign going vessels at eastern Canadian ports. Sydney and Louisburg, 125,000 tons, all Canadian. Halifax, 87,400 tons, Canadian; 7,600 tons, foreign coal. St. John, 31,680 tons Canadian coal, 320 tons foreign coal. At the St. Lawrence ports, 75,000 tons of Canadian coal and 25,000 tons of American coal. Making a total of 319,080 tons Canadian coal and 32,920 tons of American coal."

Q. How much American?—A. 32,920. This coal is covered by circular number 364C of the Customs Department which provides for a certificate from the master of the vessel that this coal which has been released from bond is necessary and is to be used for the purposes intended.

By Mr. Armstrong:

Q. That means 32,000 tons are used for bunkering purposes in Canada? —A. On ocean going vessels.

Q. Of foreign coal?—A. Yes, on ocean going vessels.

By Mr. MacDonald:

Q. Is the duty on that collected and then refunded?—A. No, sir.

Q. Or is it kept there in bond?—A. It is kept in bond.

Q. Colonel Cantley told us you have got to pay the duty when you go into the United States?—A. Of course, that is not done; I think you were saying there were no regulations to have it put in bond in the United States.

Mr. CANTLEY: Regulations whereby they can make a refund, so, in effect, it is not done.

The WITNESS: Here it comes in in bond and is released on a certificate from the master of the ship.

By Mr. Bury:

Q. And then a refund of the duty is made?—A. No duty has been paid; it comes in in bond.

Mr. CANTLEY: You have got to put up the cash and they have no regulations by which they can refund it. The quantity is smaller than I anticipated, if the figures are correct and there is no use of my expressing any doubt about them. but the quantity, I think, is much smaller.

The WITNESS: There is a considerable tonnage, I believe, of foreign coal used on inland waters and it should not be confused with bunkering ocean going vessels.

By Mr. Armstrong:

Q. For which duty is not paid?—A. For which duty is not paid, sir.

By Mr. Flemming:

Q. Will you amplify that statement a little, it is very interesting?—A. I believe that the Canada Steamship lines, for instance, coal at Port Colborne and Montreal, and possibly other points, with coal which has come in in bond.

By the Chairman:

Q. Do you know any other ports where coal is brought in and put in bond?—A. None other than the ones I have mentioned.

By Mr. Cantley:

Q. Am I to understand, from what you say, that the inland navigation companies on the Great Lakes and operating on the St. Lawrence above Montreal, can bring in American coal and use it for bunkering purposes without paying any duty?—A. Yes, sir.

Q. Well then, if that is so, that quantity of 33,000 tons would be enormously increased?

Mr. MACDONALD: That is only the British Empire Steel Corporation.

The WITNESS: I was referring to ocean going vessels, sir.

By Mr. Bury:

Q. Have you any idea of the amount used on the Lakes?—A. I think it is very large, sir; I hesitate to give the amount I have here because I have no confirmation of it.

Q. Well, but our own department ought to know that, if it comes in in bond?

Mr. CANTLEY: That is entirely new to me. If that is so, it makes the matter much more serious than I had any idea of and I do not think there is any warrant for that, frankly.

Mr. BURY: Do you not think we ought to take note of that in the minutes and make a recommendation?

Mr. CANTLEY: That is very important, if that is correct; that should be taken down very clearly.

The WITNESS: There is this point in connection with that, sir. I understand a formal request was made some time ago to have this rectified regarding ocean going vessels. I believe that it was not asked on the inland waters because it was realized that if that privilege was withdrawn these vessels would coal on the other side.

Mr. FLEMMING: Let them coal on the other side.

The WITNESS: It is some advantage to have them coal here.

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By Mr. Bury:

Q. You say, if that privilege was withdrawn they would coal on the other side. What advantage is it to them to coal on this side now? Why do they not coal on the other side now where the coal is, there must be some reason?—A. There is an advantage.

Q. All right, I would like to know what the advantage is.

Mr. CANTLEY: There is a very practical reason for that.

Mr. BURY: Well, tell us.

Mr. CANTLEY: For instance, a boat in the package freight business has certain points of call. She has got a time table, she comes there on such a day, there the next day and there the next day. Now, to ask them to go across the lakes two or three hundred miles to get their bunker coal is going to mean a considerable amount of time. They require 100 tons at this point; she comes down here to-day; they require another hundred tons. As they come down they replenish their bunkers. They can take a freighter and put four thousand tons on it and put four thousand tons here and from that pile she takes her coal at very much less cost than to divert her and run across for two hundred or five hundred tons, or whatever amount her capacity is. She would have to go off her route again and again and go across and pick up small quantities, whereas now she can bring in five thousand tons and put it there and another five thousand tons here.

By Mr. Bury:

Q. What I am getting at is this: unless the advantage of getting her bunker coal at Canadian ports, after this concession has been withdrawn, is at least as great as the nuisance of bunkering in the States, they won't go over to the other side?—A. No, they will pay the duty and not use Canadian coal; in many cases, on a large bulk of that tonnage I am afraid that they would have to pay the duty. The inland waters was not touched upon by the interested parties because they did not think it would help them very much and would only be an additional expense on the steamship companies.

Mr. CANTLEY: In effect, the Government was giving them a bonus of the amount of the duty as compared with other people who are paying duty on coal consumed.

By Mr. Armstrong:

Q. Could you not obtain the amount of coal consumed in that way?—A. I think I could, sir.

Q. We would get that from the Customs, could we not?—A. Yes.

Mr. CANTLEY: I think the evidence should be taken down in regard to that point; it is a point of very considerable importance.

The CHAIRMAN: We will get those figures, Mr. Cantley.

Mr. CANTLEY: All right.

The CHAIRMAN: We will get those from the Department of Statistics or from the Customs.

The WITNESS: I understood that the Committee wanted me to continue my evidence in regard to that domestic coal. As you have received, since I was on the stand, a great deal of evidence, I do not wish to repeat any that has already been given. I told you very briefly of the Fuel Board's summarization of our position a few years ago, and all our people thought that Ontario wanted a dependable source of supply of good domestic fuel at reasonable prices. We thought that in the erection of coking plants at various centres we could possibly obtain more relief for them than by any other means, and consequently

engaged a highly competent coke oven expert to thoroughly investigate our situation and make what might be called a commercial survey of conditions existing in the various centres. Our report has been issued and you have, no doubt, seen it. We have, since that time, attempted to build up or encouraged to build up a market for coke by propaganda. We believe that if a sufficient market was established capital would be sufficiently interested to come in and put up money to build these plants. We were particularly interested in the possibilities of using Maritime coal for coking purposes and made some investigations along those lines. Very briefly, I think the result of our investigations were that Maritime coal is very suitable for the making of domestic coke and wherever it can be landed in competition with imported coal that it would be of advantage to this country to encourage its use. The Hamilton plant was established about the time we started our work and as a result of the increase in the use of coke in the last two or three years they are more than doubling their capacity now. Other plants have been started in other parts of central Canada and our only fear is that plants may be established on the other side of the border and coke shipped in to supply our demand rather than plants being located in this country.

By the Chairman:

Q. And use American coal, of course?—A. Yes, sir.

By Mr. Cantley:

Q. May I ask you one question? Are you aware, or what do you know in regard to a plant of that character established at Rochester, New York?—A. There has been a plant established. I do not know whether it is completed yet or not, sir; I think it is.

Q. Oh, yes, it is in operation.—A. There are a number of them all over the States that have been built in recent years.

Q. This is right across the lakes.—A. Yes, and I know something of their operation.

By Mr. Armstrong:

Q. Do you know of any other plants, have you seen them in operation?—A. I have seen many of them, sir.

By the Chairman:

Q. Does coke replace anthracite coal in a general way in the United States where anthracite coal is generally used as domestic fuel?—A. I would say that it is a strong competitor for anthracite coal.

Q. A growing competitor?—A. Growing competitor. I would also say that I believe that a ton of coke can compete on an efficiency basis with a ton of American anthracite and that it should be produced at a cost which would allow it to be sold at from two to four dollars a ton under the prevailing price of anthracite.

Q. Is there very much American coke coming into Ontario?—A. There are considerable quantities, sir. I know that one plant at Buffalo is being more than doubled and I believe it is principally to supply the increased demand in Ontario.

By Mr. MacDonald (Cape Breton South):

Q. What about the Hamilton District? What about that district around Hamilton, do they supply all their own coke; do they supply much coke for domestic use?—A. Most of the coke, I believe about 80 per cent of the coke produced at Hamilton is used for domestic purposes.

MEICHEM TABLES, Series 3 (R.G. 2', 1, Volume 5)

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Q. In that district surrounding Hamilton?—A. It comes all the way to Ottawa. I think possibly you might care for some explanation of the workings of the drawback on coal imported for coking. A drawback was allowed of 99 per cent of the duty on coal imported for making metallurgical coke in 1907, I believe. About two years ago that was extended to domestic coke. Now, I think there has been a little misapprehension as to the reasons for that. American coke comes in free; it takes a ton and a half of bituminous coal to make a ton of coke; therefore, to make a ton of coke, if it has to pay duty, there is a charge for duty against every ton of coke made in Canada of 75 cents. A plant in Buffalo that competes with a plant in Hamilton could ship this coke in free and the Hamilton plant would be under the disadvantage of 70 cents a ton in competing with the Buffalo plant.

By Mr. Bury:

Q. 75 cents?—A. 75 cents. At such points along the border and Western Ontario that Nova Scotia coal cannot reach, at the present time at any rate, unfair competition would exist, and what would be the result? Plants would be built on the other side of the line and the coke would be shipped in. Now, at the time that that drawback was recommended the idea was to replace that protection that had been taken away from Nova Scotia coal in some other form at points where Nova Scotia could compete, at Montreal, for instance. Some sort of assistance would be necessary at the present time in Montreal where these two coals just meet on a competing basis with the duty, to cause them to use Canadian coal in Montreal. Now, you can see that, that a ton of coke, if it was computable on the basis of a ton of coke, it would need to be at least 75 cents, and if there is any difference in quality it works against Nova Scotia coal for coke making and it would have to be more than that.

By Mr. Flemming:

Q. You say the two coals are on about a parity at Montreal at the present time?—A. Yes.

Q. Now, if it was a question of establishing a coking plant in Montreal and the privilege as to the rebate on the American coal used for coking purposes was afforded, would that not put that plant in the position that they would have to use American coal?—A. Yes sir, without some other assistance that would. I might say, though, in that connection, that American coal is at the present time being used by the gas company in Montreal with the duty, where it has to pay the duty.

By the Chairman:

Q. Of 50 cents a ton?—A. In preference to Nova Scotia coal. It is one of the few industries that do use imported coal in Montreal.

By Mr. Flemming:

Q. Do you know the extent to which the gas company is coking coal?—A. They, up to last year, produced about 100,000 tons of retort coke. They have closed their retorts at Hochelaga and, I believe, reduced that amount by about 35,000 tons.

By the Chairman:

Q. Is the coke there sold for domestic purposes?—A. Yes sir.

By Mr. Armstrong:

Q. Is there no danger in selling this coke by the ton of it absorbing a lot of moisture?—A. Yes sir. The Consumers Gas Company of Toronto sell it by the bushel and claim that is the only way it should be sold.

Q. That is what I say; but in Montreal they sell it by the ton?—A. Yes. Of course, by-product coke does not absorb very much moisture. It can stand right out in the rain and it takes up very little moisture.

Q. Do you know why they do not use Nova Scotia coal in Montreal?—A. Yes, sir.

Q. Why?—A. Difference in the quality for that particular purpose that they want it for.

By Mr. Cantley:

Q. What element are you referring to?—A. Mostly sulphur, I understand from their officials, sir.

Q. Is that not entirely a question of treatment?—A. Yes, sir, cost of the treatment.

Q. How costly?—A. Well, that is rather difficult to say. They are making experiments at the present time in the use of Nova Scotia coal.

Q. You have your own idea of what the cost is, will you state it?—A. I believe they figure on about three cents per thousand cubic feet as the cost of purification at most plants.

Q. What does that represent, cost per ton of coal?—A. In by-product ovens there is around eleven thousand cubic feet of gas per ton of coal, of which they use about four thousand feet, leaving seven thousand cubic feet of surplus gas.

Q. That would be twenty-one cents?—A. That would be twenty-one cents, yes.

Q. It is not a very formidable thing?—A. No, sir.

Q. Is it not a fact there are coals in Cape Breton that are not objectionable at all from that point of view?—A. I believe so, sir.

By Mr. Bury:

Q. Do you know where?—A. Some of the coals of the British Empire Steel Corporation.

By Mr. Armstrong:

Q. Have you any further information or suggestions to make in regard to the transferring of coal at the port of Montreal and carrying it up to Toronto and Hamilton or on the upper lakes; you gave some information before?—A. I believe, sir, that it would be extremely difficult; it would certainly be necessary to have some assistance.

By Mr. Bury:

Q. What?—A. Some assistance to meet competition at Toronto.

By Mr. Cantley:

Q. That is obvious. If duty is required on coal it must be required on coke because if you are going to be allowed to bring in foreign coal to produce coke then you have no protection on the coke produced but you have protection on the coal.

By Mr. Bury:

Q. You say that if that 99 per cent drawback on American coal for coking purposes was removed the effect would be that the coal would be coked on the American side and shipped across. Would that be met by putting a duty on American coke coming in?—A. Most assuredly, sir, it would be the same thing.

The CHAIRMAN: And raise the cost of coke to the consumer in Canada?

Mr. CANTLEY: It might or might not; it does not always follow.

MEICHEN PAPERS, Series 3 (M.G. 27, I, Volume 7)

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Mr. HOWDEN: Canadian manufacturers have got to meet American prices.

Mr. ARMSTRONG: The witness was going to make a statement.

The WITNESS: I was just going to answer Mr. Armstrong a little further. We have just said that American coal and eastern coal meet in close competition in Montreal. American coal can be landed cheaper in Toronto than it can in Montreal and you have quite a considerable distance further to transport Nova Scotia coal. Therefore, it becomes increasingly difficult.

The CHAIRMAN: That is what has been our difficulty; transportation. Both American and Canadian coal meet on an equal basis in Montreal. You have got a rail haul west from Montreal where coal is becoming cheaper from the United States.

The WITNESS: American coal can be landed in Toronto for about $4.85.

Mr. BURY: It stands to reason, if they are on equal terms in Montreal, in Toronto the Canadian terms are getting worse and the American terms are getting better.

The CHAIRMAN: They are selling coal now in the West Virginia area, run-of-mine, at $1.50 a ton.

By Mr. Bury:

Q. Now, if I may come to another subject, I would like to see whether you can give us any information on it. Dealing with the western movements, the Committee has received evidence in respect of a rail and lake shipment of western coal, rail to Duluth, and shipment by boat from Duluth to, say, Sarnia. Do you know any other American ports that have coal loading equipment, other than Duluth? In point of fact, we have ascertained that the Duluth equipment is really for ore loading, and it may be a question of whether it would be quite fair on the coal?—A. You mean at the head of the lakes?

Q. Yes.—A. You cannot use the equipment at Duluth or other lake points.

Q. I am dealing with the rail question. What I want to get at is this. Is there any port toward the head of the lakes which has coal loading equipment, which can handle coal in large quantities?—A. I don't know of any.

Q. What about Cleveland?—A. That is not toward the head of the lakes.

Q. The main point of the test is whether the coal will stand handling by loading equipment in large volume. Now, we have got to get the test where that equipment is.—A. Toledo would be the nearest place.

Q. Is there equipment at Toledo?—A. First class.

Q. Coal loading equipment?—A. Yes.

Q. My point is to put it through where we can depend it will be handled the best.—A. Toledo is the only place.

Q. I understand you have some knowledge of the methods of coal handling on the Rhine?—A. Yes, sir.

Q. Can you tell the committee what method of coal handling they use on the Rhine?—A. It is extremely interesting. German anthracite and German briquettes were brought over here last winter. There was very little breakage although the anthracite is a very friable coal. It is loaded in five-ton buckets at the tipple. Two of these buckets are picked up and are put onto the railway carriage or wagon, as they call it there. They are taken down to the sea, where these buckets are lifted out and lowered into the hold of the ship, where the bottoms of the buckets are opened, and the coal just spills out with no breakage.

Q. There is no fall or breakage?—A. No.

Q. You have seen that operating?—A. No sir.

Q. From whom have you heard it?—A. From the importers of German anthracite.

Discussion followed.

Mr. ARMSTRONG: Let us get some information on that. I am trying to read into the record a few words from Mr. Draper. Mr. Goodison, the member for West Lambton, is also interested in this. Mr. Draper calls attention to a few things here and closes his letter with these words. It is dated June 15, 1926, and the "Mr. France" to whom he refers is the secretary of the Chamber of Commerce of the city of Sarnia. This reads:

> However, Mr. France stated that he had already sent a communication to Mr. Lapierre regarding the transfer, Duluth to Point Edward.
>
> I asked Mr. France to get in communication with one of the Northern Navigation Company's men and ask him to inquire just what unloading facilities there are at Duluth, but he said that he would do this through the Chamber of Commerce of Duluth. As they have taken the matter up in this way I do not feel that there is any reason for me going further into it at this time.

By Mr. Bury:

Q. May I ask, Mr. Hotchkiss, if they are actually using the Toledo equipment to load coal?—A. I saw it last week.

Mr. BURY: Then what I suggest is this: that I telegraph Mr. Stutchbury, the Trade and Fuel Commissioner of Alberta, to go himself to Duluth in the first instance, and afterwards to Toledo, and examine the equipment at Duluth, and if necessary watch the equipment at Toledo and see it working.

Mr. FLEMMING: That is practical.

Mr. ARMSTRONG: Let me put this letter on to the record, because I think it is worth while. It is dated June 16th, 1926, and is as follows:—

> Mr. J. E. ARMSTRONG, M.P.,
> House of Commons,
> Ottawa, Ont.
>
> DEAR Mr. ARMSTRONG,—Supplementing the statements made before your Committee last week, beg to say that I have just returned from another inspection of watching the unloading of limestone at the New Egyptian Portland Cement Plant, adjoining our works here in Port Huron, from the Steamer W. F. White of the Limestone Transportation Co. This is a ten thousand ton capacity boat. They tied up to the dock at 7.30 and at the time of my visit, 9.00 o'clock, they were more than half unloaded. On this vessel load they are carrying two grades, one of stone passing one and one-half inch mesh and resting on one inch and the other passing three-quarter inch. These two grades are in different compartments, as explained could be done in loading Alberta Coal of different grades.
>
> While going over the boat and plant, Mr. Acker, Manager of the New Egyptian Cement Co., stated that it was their intention to extend their own belt conveyors which are connected to the bins (where the boat unloaders dump into) over the tops of their present buildings and use the same conveyors for their coal. Captain of the Steamer White stated that their boat as constructed is suitable for unloading coal and has carried a cargo of nine to ten thousands tons and unloaded this in ten hours. This bears out the statement which I made to your Committee that I thought the conveyors as installed on stone boats were suitable for handling coal.
>
> There are a larger number of these self un-loading boats on the Lakes than I was aware of. This Company which carries stone to

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Port Huron is known as the Limestone Transportation Co., having the following self-unloading boats:

Steamer W. F. White,
Steamer Bradley,
Steamer Taylor,
Steamer Robinson.

The latter two boats are equipped with electric self-unloaders.

The manufacturers of these unloaders are the Stevens, Adamson Mfg., Co., Aurora, Ill., and their general catalog No. 25, under Labour Saving Machinery, gives a full description of the unloaders and I believe shows cuts of machinery installed on the Steamers Calcite, Alpene and Wyandotte. These three boats are carrying stone and coal to the large alkali plants at Wyandotte, Mich. If you wish to have one of these catalogs, you might write direct or if you will communicate with our office, we will try and secure one for you.

Yours very truly,

THE DRAPER MANUFACTURING CO.,
(Signed) THOS. DRAPER, *Manager*.

By Mr. Armstrong:

Q. Have you any other suggestion to make, Mr. Hotchkiss?—A. You have discussed the dumping regulations, and have asked for information from several witnesses. I thought perhaps you would like to hear something about this.

By Mr. Bury:

Q. Just before you go on: is the loading apparatus at Toledo hard on the coal?—A. It is one of the best plants in existence.

Q. Do you think coal will stand handling that way?—A. Well, there is a certain amount of breakage.

Q. That is a fact, but could you suggest what percentage of breakage there would be?—A. I can hardly do that.

Q. The only way would be to have a man go and watch it?—A. Yes.

By Mr. Armstrong:

Q. Was that an electric unloader?

Mr. BURY: I am not talking about unloaders.

Mr. ARMSTRONG: I am asking this question.

The WITNESS: Yes sir. There have been a number of claims of dumping Maritime coal, and complaints about the ineffectiveness of our laws as compared with the American laws. The main differences are as follows. The Canadian law provides for a valuation at the place of export, while the American law provides for a valuation at the point of production. The penalties are a maximum of fifteen per cent with our Canadian laws, and fifty per cent with the American dumping clause.

By the Chairman:

Q. There are no other restrictions than those? That is, there are no other drawbacks?—A. I have a copy here of the Canadian regulations and of the American regulations, which I could place on the record.

Mr. BURY: I move they be placed on the record.

THE DUMPING CLAUSE OF THE TARIFF AND "REGULATIONS THEREUNDER"

The provisions of the Customs Tariff, 1907, in regard to Special Duty or Dumping Duty are as follows:

Sec. 6. In the case of articles exported to Canada of a class or kind made or produced in Canada if the export or actual selling price to an importer in Canada be less than the fair market value of the same article when sold for home consumption in the usual and ordinary course in the country whence exported to Canada at the time of its exportation to Canada there shall, in addition to the duties otherwise established, be levied, collected and paid on such article, on its importation into Canada, a special duty (or dumping duty) equal to the difference between the said selling price of the article for export and the said fair market value thereof for home consumption; and such special duty (or dumping duty) shall be levied, collected and paid on such article although it is not otherwise dutiable.

Provided that the said special duty shall not exceed fifteen per cent ad valorem in any case:

Provided also that the following goods shall be exempt from such special duty, viz.:

(*a*) Goods whereon the duties otherwise established are equal to fifty per cent ad valorem;
(*b*) Goods of a class subject to excise duty in Canada;
(*c*) Sugar refined in the United Kingdom;
(*d*) Binder twine or twine for harvest binders manufactured from New Zealand hemp, istle or tampico fibre, sisal grass, or sunn, or a mixture of any two or more of them, of single ply and measuring not exceeding six hundred feet to the pound.

Provided further that excise duties shall be disregarded in estimating the market value of goods for the purposes of special duty when the goods are entitled to entry under the British Preferential Tariff.

(2) "Export price" or "selling price" in this section shall be held to mean and include the exporter's price for the goods, exclusive of all charges thereon after their shipment from the place whence exported directly to Canada.

(3) If at any time it appears to the satisfaction of the Governor in Council on a report from the Minister of Customs, that the payment of the special duty by this section provided for is being evaded by the shipment of goods on consignment without sale prior to such shipment, the Governor in Council may in any case or class of cases authorize such action as is deemed necessary to collect on such goods or any of them the same special duty as if the goods had been sold to an importer in Canada prior to their shipment to Canada.

(4) If the full amount of any special duty of customs is not paid on goods imported, the customs entry thereof shall be amended and the deficiency paid upon the demand of the Collector of Customs.

(5) The Minister of Customs may make such regulations as are deemed necessary for carrying out the provisions of this section and for the enforcement thereof.

(6) Such regulations may provide for the temporary exemption from special duty of any article or class of articles, when it is established to the satisfaction of the Minister of Customs that such articles are not made or sold in Canada in substantial quantities, and offered for sale to all purchasers on equal terms, under like conditions, having regard to the Custom and usage of the trade.

(7) Such regulations may also provide for the exemption from special duty of any article when the difference between the fair market value and the selling price thereof to the importer as aforesaid amounts only to a small percentage of its fair market value.

The WITNESS: That practically explains itself.

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By Mr. Bury:

Q. It is stated, Mr. Hotchkiss, that the Americans overcame the effect of the dumping clause by simply consigning from the point of production, under the cover of a species of bogus sales consignments, at a cheap rate, to the point of export, and the Canadian anti-dumping clause, operating on that principle at the point of export, and that being, by this device, made low, they are able to sell at the same low price in Canada. Do you know whether that takes place or not?—A. I do not know, sir; it is difficult to get that kind of evidence.

Now, there was one other point relating to the duty on steam sizes of anthracite. I have a little information on that question. In 1922, there was something over 230,000 tons of steam size anthracite imported into Canada; in 1923, 396,000 tons; in 1924, 226,000 tons, and in 1925, 224,000 tons.

By Mr. Cantley:

Q. That is buckwheat and pea coal?—A. Yes sir. Now, the contention is that most of this fuel is used for industrial purposes, and comes in competition with our own Canadian coal, and it comes in free of duty.

By the Chairman:

Q. Particularly into Ontario?—A. A very great portion of it is in eastern Ontario. I have it separated here. There are only a few thousand tons which go into Winnipeg. I have a short memorandum of it which can be put in the record, if you care to have it.

Mr. ARMSTRONG: That is a good idea.

The CHAIRMAN: Put in the short extract.

File 1.13.A

DOMINION FUEL BOARD
VICTORIA MEMORIAL MUSEUM
OTTAWA, Ontario,
7th April, 1926.

Memorandum to:
Dr. CHARLES CAMSELL,
Chairman, Dominion Fuel Board.

Re: *Imposing a Duty on Steam Sizes Anthracite*

Increasing evidence is being brought to my attention that in Ontario and Quebec, the market for native industrial coal has to meet unfair competition from steam sizes American anthracite.

As steam sizes anthracite enters Canada free of duty and is used for the same purposes as bituminous coal, it would appear that the clause of the tariff which imposes an import duty of 50 cents per ton on the latter does not function fully, as intended. The recapitulation, hereunder, showing the imports of anthracite dust into Canada from the United States, in the years 1922, 1923, 1924 and 1925, will show the extent to which this grade of coal has featured on the market:

IMPORTS OF ANTHRACITE DUST INTO CANADA FROM THE UNITED STATES
Calendar years, 1922, 1923, 1924, 1925

	Eastern Canada	Western Canada	Total for Canada
		(Short tons)	
1922	226,282	3,861	230,143
1923	386,335	9,881	396,216
1924	222,742	3,931	226,673
1925	217,803	6,214	224,017

[Mr. Hotchkiss.]

About 75 per cent of the output of this grade of coal finds a market in the cities of New York and Philadelphia, and rather than disturb these larger markets the surplus is put into Canada where it comes into competition with native industrial coals.

Although our native coals have the advantage of a protective tariff of 50 cents per ton as against imported bituminous coals, it has been found that the Maritime Province coals are suffering in the market from competition with steam sizes American anthracite.

There is reason to believe that an additional disadvantage accruing to Maritime coals in this competition is owing to the steam sizes American anthracite being dumped into Canada. The anthracite-carrying railways, who are much interested in the marketing of this coal, are giving especially favourable freight rates in the principal competitive centres—rates which cannot be secured for similar movement on bituminous coal.

Marketing of steam sizes Welsh anthracite is also placed at a disadvantage in competition with similar grades of American anthracite. Canadian importers of Welsh coal realize that the Government is endeavouring to assist in extending the market for Welsh anthracite but point out that they find the greatest difficulty, and in many cases the impossibility, of selling their steam sizes in competition with the American anthracite steam sizes. They explain that Welsh anthracite arrives in Canada unsized and that they have to put it through a breaker to prepare it for the domestic market. Due to the severe handling the coal receives and to the friable nature of the coal itself, there is a heavy degradation, it being claimed that as high as 40 per cent results in sizes consisting of pea, buckwheats and dusts.

In submitting the claims mentioned above, the Nova Scotia coal producers, and Welsh coal importers made strong representations petitioning that an import duty similar to that on bituminous coal be placed on steam sizes of anthracite.

Respectfully submitted,

C. P. HOTCHKISS,
Executive Secretary.

By Mr. Armstrong:

Q. Did you make any investigation in regard to the freight rates from the Alberta mines to the head of the lakes?—A. I am not a transportation expert.

Q. No, but you have been investigating the railway transportation end of it, have you not?—A. I have read about all the evidence that has been submitted by experts on that subject.

Q. Why I asked you is that we had a man here from Owen Sound the other day, who claimed that coal could be carried for $3 a ton from the Alberta mines to the head of the lakes.—A. Of course, the rate on Alberta coal into Winnipeg is much more than that. There is just one other thing. A witness the other day mentioned some freight rates on this chart. As I have said before, we are not rate experts; we simply submitted these rates to the railway company, and they were also gone over by the traffic department of the Board of Railway Commissioners. I have on my file the checks of these different men against these rates, and I believe in spite of that, that the rate to North Bay on this chart is wrong. I might say, though, that the other point is that the witness the other day used a C.N.R. rate tariff for coal, which moved over two lines, and you have to use the two different rates, which, added together, give the figure here.

Mr. BURY: That is important, because that rate tariff is embodied in the evidence.

Discussion followed.

[Mr. Hotchkiss.]

MICHEN TABLES, Series 3 (R.G. 24, I, Volume 5)

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The WITNESS: We will take Timmins, for instance. He was figuring the mileage straight through from Montreal, whereas if it moves over the T. and N. O., you have to add this $2.90 rate, and then take the T. and N. O. tariff, and add it up, to make a combination rate. However, it is not very important.

Now, there is one thing which has not been mentioned during your hearings, and that is regarding the situation in the Crows Nest Pass. Any consideration regarding changes in tariff would affect that district in a different way than it would affect any other of the coal mining areas; something over 50 per cent of their production is exported to the United States, and I only mention it as there has been no evidence given of that district before.

By the Chairman:

Q. They export half of their production to the United States?—A. Yes.

Discussion followed.

By Mr. Armstrong:

Q. Just before you go, Mr. Hotchkiss. You say that you were in Toledo just a few days ago, were not you?—A. Yes, sir.

Q. You went there for a purpose; what information did you bring to the Committee?—A. Well, I went there in connection with my other duties, sir, but while there I took occasion to go down and look at their loading equipment.

Q. And did you make any test of the time? Are you satisfied with the statements that have been put on the record in regard to these figures?—A. The loaders?

Q. Yes.—A. Oh yes. The rates for loading are set. There are several plants have up-to-date equipment along the lakes, and the loading charges vary from five to eight cents a ton. They are very fast.

Q. From five to eight cents a ton.

The CHAIRMAN: I think that finishes our witness for this afternoon.

Discussion followed.

The Committee adjourned.

ADDENDA

Statements submitted by the Deputy Minister of Mines, Dr. Camsell, relative to evidence given by him on May 21, which are as follows, namely:

1. **Semi-anthracite deposits of the Groundhog area of British Columbia.**
2. **Iron ore rates from Duluth, Ashland and Marquette to lower Lake Erie ports.**
3. **Areas in Alberta from which coal should be obtained for the domestic market of Ontario.**
4. **Depreciation in weight of some western coals when exposed to the atmosphere.**
5. **Coal areas on the west coast of Cape Breton.**
6. **Bills introduced in the United States Congress relating to embargo on anthracite coal.**
7. **Coal production per man per day.**
8. **Smokeless coals of West Virginia.**
9. **Coal mergers in United States.**
10. **Average prices of Canadian coal at mines in Canada.**
11. **Sources of supply.**

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" No. 1.—Semi-Anthracite Coal Deposits of Groundhog Area, British Columbia

Numerous seams of semi-anthracite and semi-bituminous coal occur in the Groundhog area ranging in thickness from a few inches to over 20 feet, the combined thickness of the seams being placed at approximately 30 feet.

The coal seams occur at various horizons in rocks known as the Skeena series which in this district underlie an area of approximately 170 square miles. Only a small part of the area, however, is coal-bearing and the rocks have been subjected to complicated folding, thrust-faulting and crushing which has resulted in cutting-off and repeating many of the coal seams and giving them a great divergence in strike and dip in closely related areas, so that the correlating of seams observed is most difficult. As yet only a small amount of development work has been done and although several of the seams have been traced for considerable distances by means of prospect pits, the number of points at which the coal has been opened up are far too few to allow of even an approximate estimate of the tonnage of coal present being stated beyond that it probably runs into several hundred million tons. Much of this coal is unsuitable for mining, due either to high ash content, thinness of seam or badly crushed condition, and careful prospecting should be done before sites for tunnels and buildings are chosen.

Ottawa, June 8, 1926."

" No. 2.—Ore Rates from Duluth, Ashland and Marquette to Lower Lake Erie Ports

The steamship companies engaged in ore-carrying business from Duluth, Ashland and Marquette to lower Lake Erie ports handle this trade on a seasonal contract basis. The United States Steel Corporation let contracts at a fixed rate per gross ton for the season.

Most of the ore is shipped from Ashland but there are also large ore docks at Duluth. The ore boats use the United States locks at Sault Ste. Marie almost entirely.

On the return trip the boats usually carry cargoes of coal to be dumped on the coal docks at the head of the lakes, but do not seem to value the coal-carrying business very highly. If any appreciable delay is necessary in order to take on a cargo of coal, a boat will sometimes run back empty.

The contract rates on ore shipments and prevailing rates on return cargoes of coal for seasons of 1923, 1925 and 1926, are quoted hereunder:—

	Ore From Ashland and Duluth to lower Lake Erie ports	Coal From lower Lake Erie ports to head of lakes
1923	80c. per gross ton	40c. per net ton
1925	70c. " "	35c. " "
1926	70c. " "	35c. " "

The only quotation received on rates from Marquette to lower lake ports was for 1925, when the rate was 60 cents per gross ton.

Ottawa, Ontario, June 8, 1926."

" No. 3.—Memorandum re Areas from which Coal should be Obtained for the Domestic Market of Ontario

In attempting to designate the area or areas from which may be obtained the most suitable coal for the domestic market of Ontario it is necessary to consider a number of factors which bear upon this point. Among these may be included the following: (1) distance from the Ontario market; (2) thermal value; (3) handling qualities; (4) moisture content; (5) storing qualities and (6) price of coal at the pit mouth. In addition it is necessary to consider

another factor, namely, the psychology of the individual consumer in Ontario.

The relative weight to be assigned to each of these factors would, no doubt, vary with each person making the estimate so that the final judgment of any person would be merely a matter of opinion. For these reasons it is impossible to give a definite answer to the question.

The coals of Alberta according to the definition of the Alberta officials are of three main classes, namely (1) bituminous coals; (2) sub-bituminous coals and (3) domestic coals; and they occur in three distinct geological formations, namely, the Kootenay, the Belly River and the Edmonton formations.

The sub-bituminous and domestic coals are those used for household purposes and these belong to the Belly River and Edmonton formations. In general the Belly River coals are of higher grade than the Edmonton coals because they are older and more mature. This, however, is not always true. Proximity to the mountains and the pressure to which the coal has been subjected by mountain building forces have frequently had a greater influence on the character of the coal than the effect of mere age, and although in general coals remote from the mountains are not as high grade as those nearer the mountains, it frequently happens that the normally lower grade westerly coals of the Edmonton formation when near the mountains are of higher grade than the easterly coals of the Belly River formation. Again, within the mountains or the foothills, owing to uneven pressure to which the rocks have been subjected, there are places where the same seam of coal may show marked variation in chemical and physical characteristics within a short distance.

These conditions add to the difficulty of designating a definite area from which coal for the Ontario market may be obtained.

The coal deposits of Alberta have been separated by the Research Council of Alberta into 45 distinct areas, embracing the bituminous, sub-bituminous and domestic varieties of coal. The delineation of these areas is based upon the chemical analysis of the coals and was done partly for marketing purposes. Good coals for domestic purposes of the sub-bituminous variety are produced in large quantities from such areas as Coalspur, Saunders and Lethbridge and of the domestic variety in the Drumheller and Taber areas. Other good coals are produced in lesser quantities from other areas.

However, since in previous shipments of coal to Ontario the government of Alberta designated the areas from which the coal should be shipped. I am of the opinion that in all future shipments the Alberta government should again be asked to designate the areas."

" No. 4.—Memorandum re Depreciation in Weight of Western Coal When Exposed to the Atmosphere

Based on information supplied by Professor E. S. Stansfield of the University of Alberta and the Staff of the Division of Fuels and Fuel Testing

Information regarding the loss in weight of western coal when exposed to the atmosphere, in the course of shipment or in storage, is meagre and unsatisfactory. The loss, for example, in the weight of western coal in transportation due to evaporation of moisture, is governed by the following factors:—

(1) Temperature, humidity and pressure of the atmosphere when mined and shipped and during transit.
(2) Type of car in which coal is shipped, e.g., box or open car.
(3) Length of time coal is in transit.

However, in order to properly determine the loss in weight due to evaporation in moisture under these conditions, it will be necessary to have the weights of carload lots at time of loading and shipment and at time of arrival and unloading at destination. As a result of such observations as have been made on the

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loss of weight in coal in storage or in shipment, the following conclusions are based:—

(1) Coal shipped in open cars may undergo large changes of weight in transit—either of gain or of loss.
(2) Coal shipped in box cars will normally not undergo a large change of weight. The change which would take place might be a gain with bituminous coal but more likely be a loss. In the case of sub-bituminous or lignitic coals, losses in weight only are to be expected in normal shipments.
(3) Losses in weight in box car shipments will,
  (*a*) Increase with the moisture content of the coal shipped.
  (*b*) Increase with time taken in transit.
  (*c*) Be greater in warm than in cold weather.
  (*d*) Increase with the ratio of surface of coal exposed to weight of coal with equal ventilation;
  (*e*) but decrease with decreased possibility of ventilation with fine coals such as slack or run of mine.

It is the opinion of Professor Stansfield of Alberta University, that the normal losses in weight during transit have been overestimated in the past; that in ordinary shipping from Alberta to Winnipeg, for example, the loss in weight of bituminous coal will always be less than ½ per cent and will not exceed 2 per cent even with high moisture lignites during the winter months. The average loss with Drumheller coal, for example, he considers would probably be less than 1 per cent. However, if coal were visibly wet when loaded the losses would be higher.

Effect of Prolonged Storage.—Mr. Stansfield showed that *Saunders coal* with a moisture content of 9 per cent as mined lost slightly over 1 per cent after six months storage in sacks in shed.

Big Valley coal with a moisture content of 21 per cent as mined lost 3 to 4 per cent for similar storage for same length of time.

Camrose coal with a moisture content of 28 per cent as stored showed a loss of 9.6 per cent for lump coal and 12 per cent for egg coal, during six months storage in sacks under cover. The following table shows the losses in weight of coals in storage as determined by the staff of the Division of Fuels and Fuel Testing:—

Area	Average moisture content of mine samples	Moisture content after prolonged storage	Loss of moisture content during storage
	per cent	per cent	per cent
Taber	15·1	11·3	3·8
Drumheller	18·5	16·5	2·0
Pembina	19·1	15·8	3·3
Edmonton	25·2	18·1	7·1

The above losses in moisture contents were effected during storage in sacks or in bulk in bins under cover, and the losses if the same coals had been stored in the open cannot be estimated.
OTTAWA, June 8, 1926."

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DOMINION FUEL BOARD

CHART SHOWING SUPPLY AND DISTRIBUTION OF COAL IN CANADA ALSO IMPORTATIONS FROM UNITED STATES AND GREAT BRITAIN

Calendar Year 1925

SUMMARY

	1924	1925	
Produced in Canada	13,638,197	13,129,401	Short Tons
Imported from U.S.A	16,511,405	16,225,603	Short Tons + 20% Anth.
Imported from Great Britain	317,173	606,832	Short Tons + 90% "
Exported	773,246	785,910	Short Tons
Available for Consumption in Canada	29,693,529	29,175,926	Short Tons

Note - Bars shown by solid lines indicate figures for 1925
" dotted " " " 1924
All coal figures are shown in short tons
Anthracite shown thus... Anth.
Bituminous shown thus... Bit.

IMPORTS OF AMERICAN ANTHRACITE COAL INTO CANADA 1918-1925
ALL SIZES

1918-21 (Four Years)	4,908,099
1919	4,972,283
1920	4,912,964
1921	4,567,370
1922	2,514,249 (Strike Year)
1923	4,906,222
1924	3,908,317
1925	3,249,497

MILLIONS OF TONS

IMPORTS OF AMERICAN BITUMINOUS COAL INTO CANADA 1917-1925
ALL SIZES

1917	17,331,177
1918	13,544,177
1919	12,010,490
1920	15,902,632
1921	13,536,450
1922	10,924,045
1923	17,248,398
1924	12,603,088
1925	12,976,106

MILLIONS OF TONS

MILLIONS OF TONS

BRITISH COLUMBIA & YUKON — ALBERTA — SASKATCHEWAN — MANITOBA AND HEAD OF LAKES — CENTRAL ONTARIO — QUEBEC — NEW BRUNSWICK — NOVA SCOTIA — PR. EDW. ISLAND

TOTAL IMPORTS FROM GREAT BRITAIN
1924 ANTH. 272,577 Tons
1924 BIT. 41,996 Tons
1925 ANTH. 549,247 Tons
1925 BIT. 57,585 Tons

TOTAL IMPORTS FROM UNITED STATES
1924 ANTH. 3,908,317 Tons
1924 BIT. 12,603,088 Tons
1925 ANTH. 3,249,497 Tons
1925 BIT. 12,976,106 Tons

Figures for chart were furnished by the Dominion Bureau of Statistics and the Dept of Customs

Prepared by Natural Resources Intelligence Service, Dept of the Interior

23625

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"No. 5.—Coal Areas in Cape Breton not Controlled by British Empire Steel Corporation

Port Hood

Probable Reserves:

1 seam, 1 foot in thickness, on land, area 3 square miles, probable reserve of 3,000,000 metric tons.

1 seam, 6 feet in thickness, marine area 2 square miles, probable reserves of 12,000,000 metric tons.

Actual reserve has apparently not been determined.

Mabou

Actual Reserve:

2 seams, 6 and 7 feet, 1 square mile in area, marine, 12,000,000 metric tons.

Possible Reserve:

Area 3 square miles, 36,000,000 metric tons.

Broad Cove or Inverness

Actual Reserve:

6 seams, marine, aggregating 21 feet, 4 square miles, 86,000,000 metric tons.

6 seams, land, aggregating 7 feet, 4 square miles, 28,800,000 metric tons.

Total Reserves, 114,800,000 metric tons.

Remarks

Port Hood:

The Port Hood area is made up of a submarine synclinal trough of coal measures with its eastern limb exposed on the shore, and a land area covered by the lower part of the coal measures. The land area contains a few thin seams, one being 20 inches thick and may be considered as forming a small probable reserve, that is, a strip one mile wide and three miles long may be considered to have 1 foot of coal beneath it. The seam formerly worked at the coast dips beneath the sea at an angle of 21 degrees, flattening to 12 degrees at 2,000 feet from the outcrop. The coal is between 6 and 7 feet in thickness. Was mined at one time but work was discontinued and the entry was flooded by sea water.

Mabou:

The Mabou area is submarine, though the coal measures outcrop on Coal Mine and Findlay Points. Two seams are known, 6 and 7 feet in thickness, both being formerly mined by slopes. The measures dip seawards at an angle of 75 degrees or higher, but at 540 feet down the slope the dip changes to an easier angle of about 17 degrees. Was operated intermittently some years ago but was finally abandoned.

Broad Cove (Now Called Inverness):

At the mouth of Broad Cove river a narrow belt of coal measures, resting on Pre-Cambrian at the south and on Lower Carboniferous at the north, contains several seams, the exact area distribution of which has not been determined. It may be expected that an aggregate thickness of 21 feet of coal underlies the marine area, but as the lower beds only are found on the land area the thickness there will average about one-third that amount. The land area is less than five square miles and the sea area, at one mile wide, totals about four square miles.

Two mines are in operation. No. 1 Mine had reached a depth of 6,900 feet, in 1925, and in that year produced 109,760 tons of coal. No. 2 Mine in

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the same year had reached a depth of 2,300 feet and produced 7,450 tons of coal. The total production for 1925 was 117,210 tons.
OTTAWA, Ontario, June 8, 1926."

"No. 6.—BILLS INTRODUCED IN UNITED STATES CONGRESS RELATING TO EMBARGO ON ANTHRACITE COAL

By an act of the United States Congress on September 22nd, 1922, an agency of the United States was created and established, to be known as Federal Fuel Distributor, to be appointed by the President and to perform duties under his direction. Measures provided by Congress for the relief of National emergency in the matter of fuel were assigned jointly to the Federal Fuel Distributor and the Interstate Commerce Commission. The powers of the Interstate Commerce Commission were enlarged to include:

Authority to issue orders in transportation of fuel for:

(*a*) priorities in car service,
(*b*) embargoes,
(*c*) other suitable measures, in favour of or against any carriers, region municipality, community, person, co-partnership, corporation.

Also authority to take any other necessary and appropriate steps for priority in transportation, equitable distribution of coal and other fuel, so as best to meet the emergency, promote the general welfare, prevent purchase or sale at prices unjustly or unreasonably high.

This was following the great strike in the anthracite coalfields which had occurred in that year—lasting from April 1st to September 10th.

The office of Federal Fuel Distributor, and also the United States Coal Commission, expired on September 22nd, 1923, by limitation of statute. The active life of the Coal Commission was eleven months. It employed at one time more than 500 persons.

In December, 1922, a resolution was introduced in the House of Representatives advocating that the Federal Fuel Distributor be directed to report to the House of Representatives on the amount of anthracite coal which had been shipped to Canada and other foreign countries since September 22nd, 1922, and the proportion which that amount bears to the total amount of anthracite coal produced in the United States since that date. And also as to the advisability of establishing an embargo upon the exportation of anthracite coal to Canada and to other foreign countries until such time as the requirements of the consumers of the United States are satisfied.

The resolution was referred to the Committee on Interstate and Foreign Commerce.

In December, 1923, a Bill declaring an embargo on anthracite coal was introduced in the House of Representatives. The Bill was referred to the Committee on Interstate and Foreign Commerce and was reported against by the Committee.

Two Bills authorizing the President to declare an embargo on either anthracite or bituminous coal, or both, were introduced in the House of Representatives, in December, 1925, and were referred to the Committee on Interstate and Foreign Commerce. Both were reported against by the Committee.

On May 5th, 1926, a Bill was introduced in the Senate of the United States, providing for fact-finding machinery vested in Bureau of Mines and also giving certain powers to the President in regard to labour relations, and in event of failure to settle disputes, authorizing the President to create an Emergency Coal Board and also empowering the President, in event of national emergency, to declare operative and in full effect the Act passed in September, 1922, providing for emergency distribution and appointment of Fued Distributor.

Reports from Washington indicate that this measure is likely to pass the Senate but may not go through the House of Representatives.
OTTAWA, Ontario, June 8, 1926."

"No. 7.—COAL PRODUCTION PER MAN PER DAY IN THE COAL PRODUCING PROVINCES OF CANADA

The information herewith, showing the output per man-day in the Canadian coal mines has been supplied by the Dominion Bureau of Statistics.

Compilation of this per capita production includes all colliery employees except the office administrative staff. That is, it includes not only the underground miners but also the surface men, helpers, water-boys, etc.

From the pay-lists the total number of man-days is computed and this factor divided into the total output gives the output per man per day. The number of pit-days, or the time during which coal was actually mined, does not enter into the calculation as there is usually loading and cleaning-up to be done after mining operations have ceased, which must be charged against the output.

The above mentioned method of determining the man-day output is used by the Dominion Bureau of Statistics and is also used throughout the United States.

It will be noted that the production per man-day, in a given district or province, varies from year to year and this variation is often caused by different conditions which last for a longer or shorter time. For example, explosions, new developments, and the opening-up of new mines or closing of old ones are variable factors which affect the per capita production. Thus it will be seen, that while the output per man-day has a bearing on the working cost and may indicate in a measure the mining facilities existing and the improvements made in these conditions from year to year, it could not be taken as a single factor to determine the actual cost of mining.

A table showing the coal production per man-day in the coal producing provinces of Canada is attached hereto.
OTTAWA, Ontario,
June 8, 1926."

23625—3½

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TABLE SHOWING COAL PRODUCTION PER MAN PER DAY IN THE COAL PRODUCING PROVINCES OF CANADA

Year	Province	No. of man-days work done by colliery employees	Production	Production per man-day
			Short tons	Short tons
1921	Nova Scotia	2,905,954	5,734,928	1·97
1922	"	2,965,892	5,569,072	1·87
1923	"	3,521,076	6,597,838	1·87
1924	"	2,527,432	5,557,441	2·19
1925	"	*	*	*
1921	New Brunswick	92,838	187,192	2·01
1922	"	149,586	287,513	1·92
1923	"	164,896	276,617	1·67
1924	"	129,772	217,121	1·67
1925	"	167,069	208,012	1·24
1921	Saskatchewan	82,623	335,632	4·06
1922	"	104,785	382,437	3·64
1923	"	116,759	438,100	3·75
1924	"	111,122	479,118	4·31
1925	"	110,741	471,965	4·26
1921	Alberta	2,174,439	5,909,217	2·71
1922	"	2,095,827	5,990,911	2·85
1923	"	2,258,510	6,854,397	3·03
1924	"	1,632,212	5,189,729	3·17
1925	"	*	*	*
1921	British Columbia	1,643,973	2,890,291	1·75
1922	" "	1,587,904	2,927,033	1·84
1923	" "	1,533,179	2,823,306	1·84
1924	" "	1,280,142	2,193,667	1·71
1925	" "	1,443,337	2,742,252	1·89
1921	Yukon	186	233	1·25
1922	"	50	465	9·30
1923	"	50	313	6·26
1924	"	462	1,121	2·42
1925	"	431	730	1·69

*Not available.
Prepared by M. M. & C. Branch of
Dominion Bureau of Statistics.
May 27th, 1926.

"No 8.—Smokeless Coals of West Virginia

The coalfields of West Virginia producing low volatile or "smokeless" coals are known as Pocahontas, Winding Gulf, New River and Tug River districts.

The coals are characterized as being low in volatile matter and high in heat content. When burned there is very little smoke given off, hence, to the trade they are known as smokeless coals.

They are first class steam-producing coals and have been used a great deal by the United States navy. There is little depreciation in storage and little or no danger of spontaneous combustion.

Conclusions drawn from tests on New River coal, under severe conditions of outdoor exposure to the weather, are that deterioration in heating value is approximately 1 per cent in the first year of storage, 2 per cent in the first two years, and not over 3 per cent in five years.

The coals of the Pocahontas Group, which include Winding Gulf and Tug River districts, are about the same in fuel value as those of the New River field. The main difference is that the former contain 4 to 7 per cent less of volatile matter. Both are of the coking type. Pocahontas coal is often used for mixing with coals containing higher volatile matter, in the by-product oven.

The sootless qualities of these coals and their low ash content make them desirable for domestic purposes. In the middle western United States they have in recent years almost replaced anthracite. The city of Chicago uses upwards of 2,000,000 tons annually for domestic purposes, and in the cities of Detroit, Cleveland and Buffalo these coals have become a strong competitor with anthracite. A considerable tonnage is sold for domestic purposes in Winnipeg, and during the past winter Pocahontas coal featured in the Toronto market as a substitute for anthracite. Up to the present time there seems to have been very little demand for these coals for domestic purposes in Montreal.

Pocahontas No. 3 Seam, known also as Pocahontas Thick Vein, produces about 90 per cent of the tonnage shipped from the Pocahontas region and is the main source of the celebrated Pocahontas steaming and coking coal, one of the purest coals in the United States. This coal is soft by nature and car shipments contain a relatively small percentage of lumps. If properly fired, however, it is not necessary to have more than 15 to 20 per cent of coarse coal, as Pocahontas, being a coking coal, will fuse together and furnish sufficient lumps in the form of coke to cover the grate and hold the next charge when fired.

The following is a general analysis of Pocahontas No. 3 Seam.

Moisture	2·60
Volatile Matter	17·75
Fixed Carbon	75·00
Ash	4·65
Sulphur	0·65
B.T.U's	14·635

Retail Prices in Toronto and Winnipeg—

The retail price in Toronto reached $14 per ton in February, when the strike in the anthracite coal fields was in progress, but present quotations are around $12 per ton. In Winnipeg, Pocahontas lump is retailing at the present time at $15 per ton delivered in customers bins in any part of the city.

Coal Reserves—

In "Coal Resources of the World" these coals are described as semi-bituminous, with estimated reserves (original amount) quoted as being 27,132,000,000 metric tons.

If the present reserve were assumed to be 24,000,000,000 tons and annual production to be 40,000,000 tons—present production is around 40,000,000 tons—the coal supply would last 600 years.

Production—

From 1920 to 1924 the production of the above mentioned fields was as follows:—

1920	32,374,128 net tons
1921	28,719,055 "
1922	33,768,766 "
1923	35,778,101 "
1924	38,506,465 "

In the year 1925, total shipments for 10 months, January to October, amounted to 37,518,307 net tons, an increase of 5,799,230 tons over the corresponding period in 1924.

Quantity used for Domestic purposes in Central Canada—

In 1924, when the Dominion Fuel Board conducted a survey of stocks of domestic fuel in Central Ontario and Quebec, sales of American bituminous coal for domestic purposes was reported by dealers as follows:—

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—	Sold to Ontario Consumers	Sold to Quebec Consumers
	net tons	net tons
1923	160,351	21,410
1924	239,740	106,863

Total for Ontario and Quebec, 1923 .. .. ..

Kentucky West Virginia merger, known as the Wakenva Coal Company at Richmond, Va. Through this the following companies are being brought under one head:

Beaver Creek Coal Company,
Camp Branch Coal Corporation,
Floyd Elkhorn Collieries Company,
Graden Coal Company,
Hazard-blue Grass Coal Corporation,
Hill Creek Coal Company,
Kennedy Coal Corporation,
Kroll-Litz Coal Company,
Lewis-Creek Banner Company,
Nora Coal Corporation,
Sandy Ridge Coal Company,
Upper Banner Coal Company,
Virginia-Banner Coal Corporation,
Walkders Branch Mining Company.

The capitalization is roughly $9,750,000 and the production 2,000,000 tons yearly.

OTTAWA, June 8, 1926."

No.10—AVERAGE PRICE OF CANADIAN COAL AT THE MINES BY DISTRICTS, AS GIVEN IN THE REPORTS OF THE DOMINION BUREAU OF STATISTICS

NOVA SCOTIA

District	Year	Run of Mine	Screened	Slack
		$ cts.	$ cts.	$ cts.
Cape Breton	1923	4 54	6 15	3 60
	1924	4 22	5 71	2 80
	1925	4 43	6 40	1 65
Cumberland	1923	4 58	5 41	2 61
	1924	4 04	4 90	2 19
	1925	4 58	5 48	2 40
Inverness	1923	4 85	5 91	1 67
	1924	5 14	6 73	2 00
	1925	5 08	5 94	1 87
Picton	1923	4 78	5 93	4 20
	1924	4 75	5 86	4 19
	1925	4 87	6 03	3 79
Average for Nova Scotia	1923	4 63	5 57	3 03
	1924	4 30	5 23	2 51
	1925	4 65	5 66	2 40

NEW BRUNSWICK

	1923	4 04	5 19	2 47
	1924	4 22	4 42	2 30
	1925	4 09	4 60	2 68

SASKATCHEWAN

	1923	2 15	2 54	0 80
	1924	2 09	2 39	0 98
	1925	2 11	2 26	0 95

BRITISH COLUMBIA

District	Year	Run of Mine	Screened	Slack
		$ cts.	$ cts.	$ cts.
Crows Nest Pass	1923	4 74	6 13	4 25
	1924	4 23	5 87	4 33
	1925	3 89	5 00	3 02
Inland	1923	3 92	5 96	4 00
	1924	4 56	5 62	3 60
	1925	4 45	5 25	3 07
Island	1923	.....	6 66	3 71
	1924	4 75	6 71	3 76
	1925	5 34	5 87	3 56
Average for British Columbia	1923	4 13	6 28	3 89
	1924	4 52	6 20	3 82
	1925	4 43	5 45	3 23

ALBERTA

BITUMINOUS

Brazeau	1923	4 62	.....	.....
	1924	3 00	4 68	.....
	1925	.....	.....	.....
Canmore	1923	5 70	6 03	4 48
	1924	5 28	6 03	3 66
	1925	.....	.....	.....
Crows Nest Pass	1923	4 83	6 82	4 60
	1924	4 61	6 57	4 35
	1925	3 62	4 56	2 38
Jasper Park	1923	4 85	.....	.....
	1924	5 05	.....	.....
	1925	.....	.....	.....
Mountain Park	1923	4 71	.....	.....
	1924	4 33	4 04	.....
	1925	4 00	4 25	.....

ALBERTA

SUB-BITUMINOUS

Calgary, High River, Pincher Creek, Saunders, Yellowhead Pass and Lethbridge

	Run of Mine	Screened	Slack
	$ cts.	$ cts.	$ cts.
Average for 1923	3 61	4 91	1 13
" 1924	3 74	4 24	1 11
" 1925	3 64	4 19	1 01

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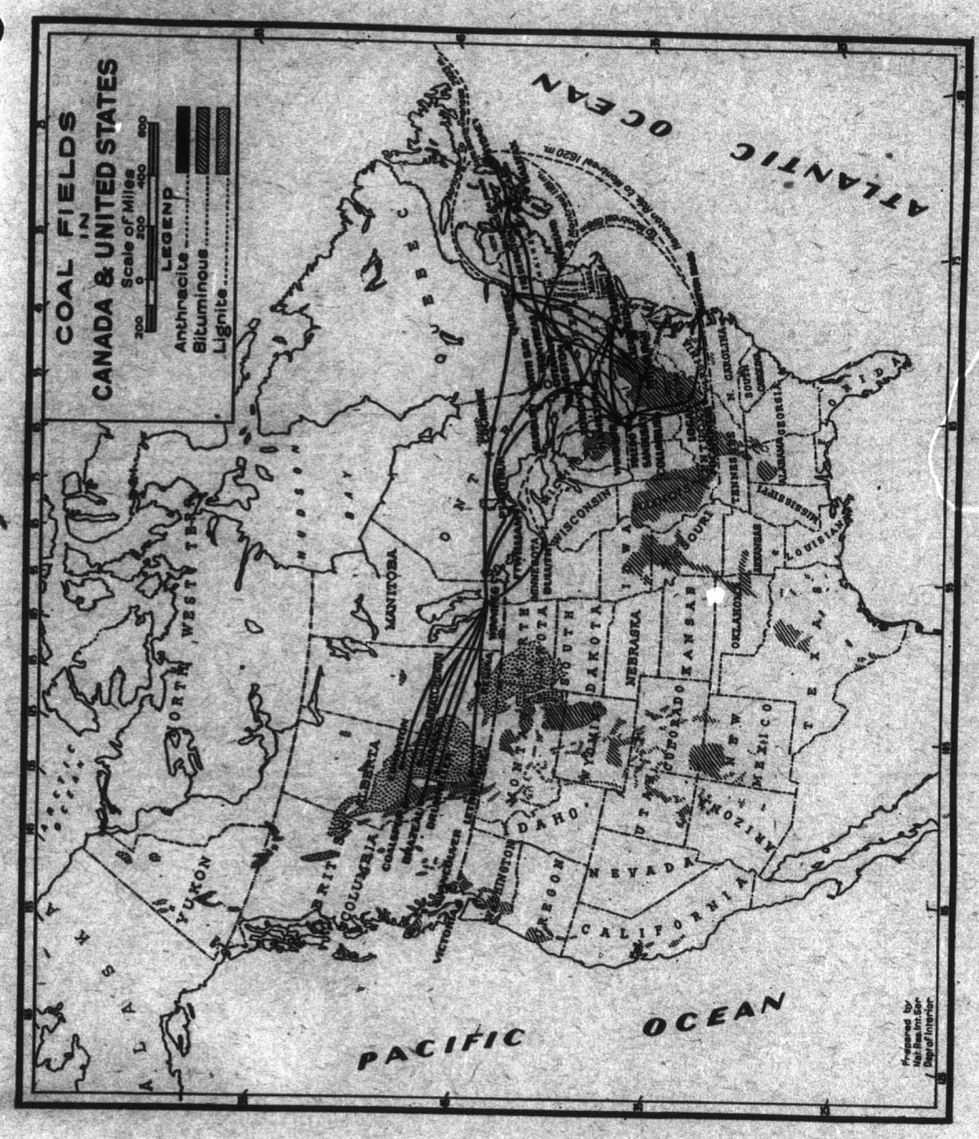
DOMESTIC

District	Year	Run of Mine	Screened	Slack
		$ cts.	$ cts.	$ cts.
Edmonton	1923	2 00	3 62	0 67
	1924	3 12	3 67	0 62
	1925	2 42	3 05	0 66
Drumheller	1923	3 69	4 11	0 62
	1924	3 25	4 10	0 66
	1925	3 49	3 57	0 58



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MARITIME PROVINCES COAL FIELDS TO ONTARIO AND QUEBEC

Maccan to													
Quebec	547 miles	$3 00	To Montreal	670 miles	$3 60	To Ottawa							
Springhill	538	3 00		661	3 60								
Westville	627	3 50		769	3 90								
Thorburn	635	3 55		777	3 95								
Pt. Tupper	721	3 90		862	4 20								
Sydney	823	4 20		964	4 50								
Minto	406	2 55		492	2 75								
Pictou to													
Quebec	786 miles	$4 70	To Toronto	1004 miles	$5 70	To Hamilton	1043 miles	$6 60					
Springhill	775	4 90		995	6 50		1034	6 60					
Westville	885	5 10		1103	6 80		1142	6 90					
Thorburn	893	5 10		1111	6 85		1150	6 95					
Pt. Tupper	978	5 50		1196	7 10		1235	7 20					
Sydney	1080	5 60		1298	7 40		1337	7 50					
Minto	603	3 25		832	4 80								

ALBERTA COAL FIELDS TO POINTS IN ONTARIO

Brazeau to				Evansburg to									
Cochrane	1749 miles	$10 60	To North Bay	Cochrane	1634 miles	$10 10	To North Bay	1873 miles	$11 20	To Toronto	2281 miles	$13 50	
Heatburg	1602	10 00		Tofield	1529	9 60		1768	10 70		2135	12 90	
Coalspur	1731	10 30		Beynon	1574	9 80		1813	10 90		2264	13 20	
				Evansburg to Toronto	2167 miles	13 00	Tofield to Toronto	2107 miles	$12 50	Beynon to Toronto	2061 miles	$12 50	
Blairmore to White Riv.	1511 miles	$9 20	Lethbridge to White R.	1427 miles	$8 60	Canmore to White R.	1561 miles	$ 9 40	Medicine Hat to White R.	1326 miles	$8 60		
Blairmore to Sudbury	1813	10 50	Lethbridge to Sudbury	1730	10 00	Canmore to Sudbury	1868	10 70	Medicine Hat to Sudbury	1628	9 90		
Blairmore to Toronto	2073	12 70	Lethbridge to Toronto	1989	11 40	Canmore to Toronto	2123	12 90	Medicine Hat to Toronto	1888	12 10		
Drumheller to White R.	1545	9 20				Drumheller to Toronto	2107	12 70	Drumheller to Sudbury	1847 miles	$10 50		

BITUMINOUS COAL
FROM MONTREAL

U.S.A. ANTHRACITE
SCRANTON, LEHIGH, WYOMING MINES TO

				Prepared Sizes		Smaller Sizes	
Cochrane	593 miles	$4 05	Toronto	622 miles	$4 53	$4 08	
Cornwall	68	1 00	Timmins	510	4 40	3 94	
Hawkesbury	78	1 00	Actonvale	430	3 86	3 41	
Kingston	175	1 70	Drummondville	470	3 96	3 51	
North Bay	340	3 80	St. Johns	439	4 67	3 56	
Ottawa	116	1 30	Sherbrooke	405	4 42	3 22	
Renfrew	171	2 00	Valleyfield	575	4 93	3 76	

U.S.A. COAL FIELDS (BITUMINOUS)

	PITTSBURG TO					GREENSBURG TO							
Belleville	390 miles	$3 74	Messina	295 miles	$2 96	Belleville	499 miles	$3 74	Messina	397 miles	$3 10		
Buffalo	174	2 24	Montreal	477	4 20	Buffalo	270	2 24	Montreal	720	4 23		
Cobourg	350	3 74	Ottawa	500	4 01	Cobourg	450	3 74	Ottawa	633	3 11		
Guelph	315	3 64	Owen Sound	398	3 04	Guelph	318	2 60	Owen Sound	508	3 94		
Hamilton	230	3 14	Prescott	300	3 08	Hamilton	440	3 64	Prescott	551	3 16		
Hawkesbury	490	4 19	Quebec	370	3 41	Hawkesbury	349	3 14	Quebec	881	5 21		
Huntington	380	3 29	Rouse Pt.	425	3 52	Huntington	693	4 32	Rouse Pt.	685	3 54		
Kingston	405	4 04	Shawinigan Falls	530	4 65	Kingston	504	3 43	Shawinigan	814	4 65		
London	390	3 64	Toronto	275	3 24	London	549	4 04	Toronto	386	3 24		
							425	3 64	Windsor	320	3 84		

PENNSYLVANIA AND OHIO COAL TO BUFFALO, DETROIT AND CANADIAN POINTS

	CONNELSVILLE PA. TO					FROM CLEARFIELD							
Buffalo	325 miles	$2 39	Buffalo	340 miles	$2 39	Montreal	561 miles	$4 01	Hamilton	253 miles	$2 99		
Detroit	373	2 60	Detroit	329	2 29	Cochrane	759	6 19	Toronto	291	3 09		
Quebec	936	6 19	Quebec	951	5 50	Cornwall	492	4 10	Renfrew	526	4 59		
Montreal	765	5 09	Montreal	780	4 50	Hawkesbury	531	4 10	Timmins	763	6 19		
Toronto	431	3 39	Toronto	446	3 29	Kingston	388	3 24	Sherbrooke	526	4 59		
Hamilton	393	3 29	Hamilton	408	3 19	North Bay	507	4 49	Valleyfield	612	4 55		
Windsor	327	3 99	Windsor	342	2 85	Ottawa	473	3 92		415	4 00		

WEST VIRGINIA COAL FIELDS TO U.S. AND CANADIAN POINTS

	WHEELING TO					BLUEFIELD TO					CHARLESTON TO		
Buffalo	336 miles	$2 39	Buffalo	621 miles	$3 28	Buffalo	738 miles	$3 48	Buffalo	621 miles	$3 28		
Detroit	361	2 60	Detroit	389	2 60	Detroit	506	2 85	Detroit	389	2 60		
Hamilton	404	3 14	Hamilton	407	2 85	Hamilton	702	4 25	Quebec	127	6 60		
Quebec	947	6 04	Quebec	957	5 50	Quebec	1244	6 85	Montreal	957	5 50		
Montreal	776	4 94	Montreal	623	4 00	Montreal	1074	5 75	Toronto	623	4 00		
Toronto	442	3 24	Toronto	585	4 00	Toronto	740	4 25	Hamilton	585	4 00		
Windsor	363	3 30	Windsor	391	3 30	Windsor	508	5 75	Windsor	391	3 30		
			Ottawa										

	WEST VIRGINIA AND KENTUCKY COAL TO TOLEDO FOR GREAT LAKES			WEST VIRGINIA COAL FIELDS TO HAMPTON ROADS		CURRENT OCEAN RATES BY CHARTERED VESSELS	
New River, Pocahontas, etc., to Toledo & Sandusky for shipment up Great Lakes	$	2 06	New River, Pocahontas, etc., to Hampton Rds.) Tidewater)	$	2 25	Hampton Roads to New York	$ 0 75
Kanawha, Logan & Kentucky to Toledo & Sandusky		1 91	Kanawha and Logan, etc., to Hampton Rds		2 34	Hampton Roads to New England	0 85
			Kentucky Division to Hampton Rds		2 43	Hampton Roads to Montreal	1619 miles 90c.-1 10
						Swansea to St. Lawrence Ports	1 50-2 50

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357A

SESSION 1926

HOUSE OF COMMONS

SPECIAL COMMITTEE-

INVESTIGATING COAL RESOURCES OF CANADA

ETC., ETC.

No. 12.

MONDAY, JUNE 21, AND TUESDAY, JUNE 22, 1926

Minutes and Proceedings Including Telegram from the Premier of Alberta *Re* Prices of Coal at Mines, Etc.

ADDENDA

Special Provisions, United States Tariff Act *Re* Dumping.
Third and Final Report of the Committee.
List of Persons who gave Evidence or produced Data for the Record.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

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MINUTES OF PROCEEDINGS

COMMITTEE ROOM 436,

MONDAY, June 21, 1926.

The Special Committee investigating coal resources of Canada, etc., met at 8.30 p.m., the Chairman, Mr. Lapierre, presiding.

Members present:—Messrs. Armstrong (Lambton), Bury, Cantley, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), and Neill.

In attendance:—Mr. Hotchkiss, Secretary of the Dominion Fuel Board.

The minutes of the last meeting were read and approved.

The Chairman informed the Committee that on the 19th instant he had wired the following Day Letter to the Premier of Alberta, Mr. Brownlee:—

"DEAR SIR,—No reply to my telegram June eleventh *re* information desired by Committee has been received. I then wired you as follows: By resolution to-day's meeting, Committee investigating coal resources of Canada request me ask you kindly reply information as follows:—

1. What is the lowest price mine owners Alberta will load five hundred thousand tons best grade Alberta domestic coal on cars at mines for shipment to Ontario?

2. Will Alberta Government cancel or reduce Government dues on all coal shipped Ontario? If reduction of dues, to what extent?

3. Will Alberta Government be responsible for examining and selecting all coal shipments to Ontario?"

The Chairman further informed the Committee that he had this day (June 21) received the following reply to said Day Letter:—

EDMONTON, ALBERTA, June 21, 1926.

E. A. Lapierre. Replying your wires eleventh and nineteenth. Question one, present prices are, Edmonton, Pembina and Wabamun, three inches lump, three seventy-five, Egg, three twenty-five stop. Lethbridge, Egg, four inch by two and one-half inch, three seventy-five stop. Coal Spur, lump all over one inch, four dollars stop. Drumheller, lump, three seventy-five, Egg, three twenty-five stop. Am trying to arrange meeting operators to see if they will agree to reduce these prices stop. Question two, only tax enforced on Alberta coal by Provincial Government is five cents per ton stop. This should not be material consideration especially as Government is asked to supervise shipment stop. Question three, Provincial Government quite willing to protect interests of coal consumers in Ontario to extent of examining all coal shipped from this Province.

235P J. E. BROWNLEE.

Having expressed their pleasure for the reply received from the Premier of Alberta and having given further consideration to the contents of the said telegram, the Committee proceeded to consider Section 316, Special Provisions, United States Tariff Act (Dumping). After consideration thereof, the Clerk was instructed to incorporate said Section 316 in the Record (*see* Addenda herein).

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PUBLIC ARCHIVES
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The Sub-Committee named on Wednesday, June 16th, and composed of the Chairman, Mr. Lapierre, the Vice-Chairman, Mr. Bury, and Mr. MacDonald (Cape Breton South) to prepare a draft copy of the Report for the House, submitted same for consideration and approval, as follows, namely:—

Paragraphs 1 to 5 inclusive were read, considered and approved.

Paragraphs 6 and 7, considered, amended and adopted as amended.

Paragraph relating to the recommendation for the printing of three hundred copies in English and fifty copies in French of the proceedings and evidence, etc., considered and approved.

The Committee then proceeded to consider the recommendations numbering 1 to 12 inclusive, under the various head lines set forth in the draft copy of the report, as follows, namely:—

1. Trial shipments of western coal.
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3. Co-operation with the Provinces.
4. Dominion Fuel Board.
5. Duty on coal.
6. Assistance to production of Maritime coal.
7. Exemption of duty.
8. Coal handling facilities.
9. Transportation cost.
10. Assisting test and rail movement.
11. Coal bunkering facilities at Vancouver.
12. Increasing freight haul.

In several instances the recommendations contained in the draft copy of report were amended.

Mr. Bury moved, seconded by Mr. Howden,—That the recommendations as amended be embodied in the Third and Final Report of the Committee.—Motion carried.

Mr. Cantley moved, seconded by Mr. Garland (Bow River),—That the Report as amended be adopted as the Report of the Committee to be presented to the House.—Motion carried.

The Committee then adjourned *sine die*.

V. CLOUTIER,
Clerk of the Committee.

(See Report and also List of Witnesses in Addenda herein.)

SECTION 316—SPECIAL PROVISIONS, UNITED STATES TARIFF ACT

(Dumping)

(*a*) That unfair methods of competition and unfair acts in the importation of articles into the United States, or in their sale by the owner, importer, consignee, or agent of either, the effect or tendency of which is to destroy or substantially injure an industry, efficiently and economically operated in the United States, or to prevent the establishment of such an industry, or to restrain or monopolize trade and commerce in the United States, are hereby declared unlawful, and when found by the President to exist shall be dealt with in addition to any other provisions of law as hereinafter provided.

(*b*) That to assist the President in making any decisions under this section the United States Tariff Commission is hereby authorized to investigate any alleged violative hereof on complaint under oath or upon its initiative.

(*c*) That the Commission shall make such investigation under and in accordance with such rules as it may promulgate and give such notice and afford such hearing, and when deemed proper by the commission such rehearing with opportunity to offer evidence, oral or written, as it may deem sufficient for a full presentation of the facts involved in such investigation; that the testimony in every such investigation shall be reduced to writing, and a transcrip thereof with the findings and recommendation of the commission shall be the official record of the proceedings and findings in the case, and in any case where the findings in such investigation show a violation of this section a copy of the findings shall be promptly mailed or delivered to the importer or consignee of such articles; that such findings, if supported by evidence, shall be conclusive, except that a rehearing may be granted by the commission, and except that, within such time after said findings are made and in such manner as appeals may be taken from decision of the United States Board of General Appraisers, and appeal may be taken from said findings upon a question or questions of law only to the United States Court of Customs Appeals by the importer or consignee of such articles; that if it shall be shown to the satisfaction of said court that further evidence should be taken, and that there were reasonable grounds for the failure to adduce such evidence in the proceedings before the commission, said court may order such additional evidence to be taken before the Commission in such manner and upon such terms and conditions as to the Court may seem proper; that the Commission may modify its findings as to the facts or make new findings by reason of additional evidence, which if supported by the evidence, shall be conclusive as to the facts except that within such time and in such manner an appeal may be taken as aforesaid upon a question or questions of law only; that the judgment of said court shall be final, except that the same shall be subject to review by the United States Supreme Court upon certiorari applied for within three months after such judgment of the United States Court of Customs Appeals.

(*d*) That the final findings of the Commission shall be transmitted with the record to the President.

(*e*) That whenever the existence of any such unfair method or act shall be established to the satisfaction of the President, he shall determine the rate of additional duty, not exceeding 50 nor less than 10 per centum of the value of such articles as defined in section 402 of Title IV of this Act, which will offset such method of Act, and which is hereby imposed upon articles imported in violation of this act, or, in which he shall be satisfied and find are extreme cases of unfair methods or acts as aforesaid, he shall direct that such articles as he

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MIKROFILM TABLES, Series B (R.G. 2', I, Volume 5)

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shall deem the interests of the United States shall require, imported by any person violating the provisions of this Act, shall be excluded from entry into the United States, and upon information of such action by the President, the Secretary of the Treasury shall through the proper Officers assess such additional duties or refuse such entry and at the decision of the President shall be conclusive.

(*f*) That whenever the President has reason to believe that any article is offered or sought to be offered for entry into the United States in violation of this section but has not information sufficient to satisfy him thereof, the Secretary of the Treasury shall upon his request in writing forbid entry thereof until such investigation as the President may deem necessary shall be completed provided that the Secretary of the Treasury may permit entry under bond upon such conditions and penalties as he may deem adequate.

(*g*) That any additional duty or any refusal of entry under this section shall continue in effect until the President shall find and instruct the Secretary of the Treasury that the conditions which led to the assessment of such additional duty or refusal of entry no longer exists.

HOUSE OF COMMONS, CANADA

TUESDAY, June 22, 1926.

The Special Committee appointed to investigate our present sources of supply of anthracite and bituminous coal, the dependability of such sources, and whether the price paid by the Canadian consumer is fair and reasonable; and to also enquire as to the methods of mining and delivering Canadian coal in the best and cheapest way to all parts of the Dominion, for the purpose of giving employment to our workmen, freight to our transportation companies, and thus effecting a saving of money now spent for this commodity in other countries, have the honour to present the following as their

THIRD AND FINAL REPORT

Your Committee on the 6th of May was constituted by resolution as follows:—Messieurs Armstrong (Lambton), Bury, Campbell, Flemming, Garland (Bow River), Gershaw, Howden, Lapierre, MacDonald (Cape Breton South), McLean (Melfort), Neill and Nicholson. On the 12th of May the name of Mr. Cantley was substituted for that of Mr. Nicholson.

Your Committee held fifteen meetings, examined twenty-eight witnesses for evidence, and also held a conference at which the Premiers of New Brunswick and Ontario, the Minister of Lands and Mines of New Brunswick, the Attorney General of Nova Scotia, the Attorney General of Manitoba, and the Provincial Treasurer of Ontario, attended.

In order to avoid duplication of evidence, your Committee have had before them the report of the Senate Committee, 1923, on the Fuel Supply of Canada, and also the proceedings of the House of Commons Committee on Mines and Minerals, 1923, on the Canadian Fuel supply.

Your Committee are of opinion that they have obtained valuable evidence and have collected important data. In this latter particular, they were ably assisted by the Deputy Minister of Mines, the Secretary of the Dominion Fuel Board, and the officials of the Canadian National Railways.

Your Committee are also of opinion that their investigation has covered some only of the questions referred to them. The situation was not as fully investigated as the Committee had hoped. Therefore, the evidence obtained should not be considered complete as the Committee could not obtain all the information they desired because of lack of time.

Your Committee are also of opinion that this investigation ought to be resumed and continued at as early a date as possible next session of Parliament.

Your Committee have agreed to report for the consideration of the House and the Government the following recommendations which were agreed to at their last meeting, namely:—

RECOMMENDATIONS

1. *Trial shipments of western coal.*—That trial shipments of Alberta domestic coal be made by rail and lake under the supervision of the Dominion Fuel Board in order to ascertain the possibilities of moving Alberta coal in large volume with modern loading and unloading facilities;

2. *Legislation.*—That such legislation be enacted as will encourage the production of domestic coke from Canadian coal, and to make Canada as far as possible, independent of foreign sources of supply of domestic fuel;

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3. *Co-operation with the Provinces.*—That the Government invite the co-operation of the Provinces in the establishment of standards of quality, and regulations governing the shipment and marketing of coal and coke;

4. *Dominion Fuel Board.*—That the Dominion Fuel Board which has greatly assisted in the effort to solve Canada's fuel problem be encouraged to continue and enlarge its work;

5. *Duty on coal.*—That the duty of 50 cents per ton, now imposed on bituminous slack coal be extended to apply to anthracite small coal, known to the trade as "Buckwheat and Pea coals";

6. *Assistance to production of Maritime coal.*—That the Government consider the question of granting some assistance to encourage the enlargement of the markets of Maritime coal;

7. *Exemption of duty.*—That the exemption from duty on foreign coal for bunkering ocean going ships be withdrawn;

8. *Coal handling facilities.*—That the Harbour Commissions of Montreal, Toronto and Hamilton be asked to co-operate in arranging better coal handling facilities at their ports in order that dispatch may be effected in unloading and loading coal from boats entering their harbours, and that the said Harbour Commissions be asked to make substantial reductions in harbour dues on Canadian coal;

9. *Transportation cost.*—That the Railway Commission be asked to ascertain and report upon the cost of carrying coal from the Alberta mines to Port Arthur and Fort William;

10. *Assisting test and rail movement.*—That early consideration be given by the Government as to the advisability of renewing the vote in the estimates for the purpose of assisting the rail movement of Canadian coal, of which the unexpended balance was $180,000;

11. *Coal bunkering facilities at Vancouver.*—That before sanctioning any scheme by the harbour authorities of Vancouver to erect public coal bunkering facilities, that the matter should be very carefully considered as regards what effect such might produce on the coal mines of Vancouver Island inasmuch as coal might be brought in as ballast from other countries at such a low price as would result disastrously to the local coal mines;

12. *Increasing freight haul.*—That it would be advisable to have an investigation and report made by the officials of the Canadian National Railways upon the possibility of materially increasing the average freight train load, either by improvements to the line in gradients or otherwise, or by increase in traction power, with a view to reducing the cost of the rail haul from Alberta to the head of the lakes, and also upon the cost of effecting such improvements.

Your Committee also beg to recommend that their proceedings and evidence which have been printed from day to day for the use of the Committee, and the members of the House, be revised for corrections and suitably indexed by the Clerk of the Committee, and that three hundred copies of same in English, and fifty copies in French, be printed for the use of the members of the Government, and for the use of the Dominion and Provincial Fuel Boards, and the members of the Advisory Fuel Board.

A copy of the Committee's proceedings, evidence and data is appended to this report for the information of the House.

All of which is respectfully submitted.

E. A. LAPIERRE,
Chairman.

LIST OF PERSONS WHO GAVE EVIDENCE OR PRODUCED DATA FOR THE RECORD—PREMIERS AND MINISTERS WHO ATTENDED CONFERENCE

Names	Pages		
	Evidence	Addenda	Conference
Aird, Harry			
Baxter, Hon. J. B. M	16		
Britt, Thomas			187
Buchanan, Wm	85		
Burchell, Geo. B	123		
Camsell, Charles	267	313	
Coote, G. G. (M.P.)	1, 318	341	
Cornell, F. C	325		
Craig, Hon. R. W	288		
Creighton, A. J			203
Crombie, D	293		
Cuttle, F. T	138	312	
Dougall, James	152, 162		
Douglas, Hon. J. C	88–102, 133		
Draper, Thomas			192
Ellis, J. A	218		
Ferguson, Hon. G. H	238	260	
Gzowski, C. S			193–203
Halpin, W. J	138	160	
Harrington, Hon. G. S	253		
Hotchkiss, C. P	272		
Jelliff, L. H. (M.P.)	39, 326		
Jenkins, Geo. H	323		
Maxwell, Wm	83		
McCourt, E. Fred		315	
McKenzie, Norman	59		
McWilliams, R. H	273		
Neill, A. W. (M.P.)	293		
Pringle, James	175		
Richards, Hon. C. D	138		
Smart, I. V			206
Tait, Sir Thomas	138		
Vaughan, R. C	265		
Wattles, F. M	68	158	
Wolvin, Roy M	208		
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NOTE.—Exhibits of Photo Plates showing Dumpers, Whirlers and Tippers (modern loading and unloading machinery) were produced by Mr. Thomas Draper and donated to the Committee.

Exhibit of a Lump of Coal from the upper seam of one of the Drumheller mines was produced by Mr. Wm. Buchanan.

Data produced in the course of Evidence given by—
Mr. Dougall of the C.P.R., at page 134.
Mr. Ellis *re* Prices of Alberta coal, at pages 237, 243.
Mr. Halpin *re* tonnage of coal handled, page 253.
Mr. Jelliff *re* analysis of Alberta coal, page 327.
Mr. Hotchkiss *re* tonnage of coal delivered to foreign going vessels at Eastern ports, page, 328.

See also statements of The Schuster Coal Company, Belleville, and The James Sowards Coal Company, Kingston, at pages 216, 217.

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MEIGHEN PAPERS

SERIES 3

(M.G. 26, I, Volume 66)

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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Booth Building,
Ottawa, Canada,
May 5, 1923.

Hon. Arthur Meighen, M.P.,
House of Commons,
Ottawa.

Dear Mr. Meighen:

I see by the press that the Combines Bill is expected Monday.

You wil remember in our last conversation we spoke of the attitude of the Grain Growers on this subject. Enclosed is a summary containing the Grain Growers' resolution re Board of Commerce and mentioning some other points which may be of value if you decide to attack Bill 54 from the particular standpoint of interference with combination in the way of co-operative organizations etc.

Attached is a brief which the Ford Company presented to the Government protesting against Bill 54. Ford's believe that if Bill 54 is enacted in its present shape they are liable to conviction on several counts - this opinion is founded on the advice of what they regard as the highest legal talent. Of the large corporations in Canada, Ford's less than any other concern, can be regarded as a combine within the generally accepted meaning of that term; their competition with other manufacturers of autos as evidenced by their advertising and general sales policy completely exonerates them from even being accused of making any tacit arrangement or reaching any understanding with their competitors.

If Ford's incur risk of prosecution if Bill 54 is enacted it can be well imagined that many other highly reputable organizations in no way guilty of unduly limiting production or unduly enhancing prices, will likewise find themselves subjected to the inquisitorial meddling provided for by Bill 54.

Yours faithfully,

E. Blake Robertson

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CANADA

App. Div. 037135

Copy of reasons for Judgment of The Chief Justice of Ontario, delivered 19th April, 1923.

THE ATTORNEY GENERAL FOR ONTARIO AND OTHERS

v.

CANADIAN WHOLESALE GROCERS ASSOCIATION.

Hesbitt, K. C., and Reebuck, for Appellants.

Hellmuth, K. C., and McKay, for Respondents.

This is an appeal by the plaintiffs from the judgment, dated 14th, June, 1922, which was directed to be entered by Orde, J. after the trial before him, sitting withour a jury, at Toronto, on the 14th, February, 1921, and subsequent days.

The learned trial Judge dismissed the action on the ground that the Attorney General had no locus standing to maintain it an he did not therefore pass upon the issues of fact or upon the other issues in the action.

Upon the argument leave was given to the

appelant to amend by adding W. F. Morley and Robert Dowson as plaintiffs and amending the statement of claim by claiming for them the like relief as is claimed by the Attorney General.

In the statement of claim various acts are alleged to have been done by the respondents, to which I shall afterwards refer, which it is alleged constitute infractions of section 498 of the Criminal Code and are also in violation of the common law as to restraint of trade.

The releif claimed is:

(1) A declaration of this Court that the defendents, or some of them, have entered into an unlawful trade combination or agreement, one with the other, and with other persons, to the injury of His Majesty's subjects.

(2) The dissolution of such unlawful trade

RELIGIOUS PAPERS, Series 3 (M.G. 27, I, Volume 44)

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combination or agreement.

(3) An injunction restraining the defendants from combining to act in pursuance of or in accordance with such unlawful trade combination or agreement.

(4) A declaration of this Court that the defendants or some of them have unlawfully agreed one with the other, and with other persons, with respect to the price of articles of commerce, to the injury of His Majesty's subjects.

(5) The annulment of such unlawful price agreements.

(6) An injunction restraining the defendants or any of them from continuing with such unlawful price agreements and from entering

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into further or other such agreements.

In addition to Canadian Grocers Association, the following persons and firms are made defendants: T. H. Kinnear, A. H. Pafford, H. C. Beckett, H. W. Chamberlain, A. C. Pyke, described as "being officers of an association known as the Wholesale Grocers of Ontario" and Thos. Kinnear & Company, W. H. Gillard & Company, Castle Limited, E. W. Gillett Company Limited, Armstrong & Pafford Limited, W. C. MacDonald Registered Incorporated, St. Lawrence Starch Company Limited and Canada Starch Company Limited.

According to the allegations of the statement of claim, Canadian Wholesale Grocers Association is a company incorporated by 9 & 10 Geo. V. Cap. 100 (Canada); the Defendants Kinnear, Pafford, Beckett and Chamberlain, are the Executive Committee of the Wholesale Grocers of Ontario, an

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 46)

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unincorporated association formerly, and now the Ontario branch or division of the Canadian Wholesale Grocers Association. The defendant Pyke is the secretary of both associations. These persons and firms, except Pyke, are wholesale grocers; the two associations are associations of wholesale grocers; W. C. MacDonald is an extra provincial corporation doing business within Ontario; and the Gillett Company, the St. Lawrence Starch Company and theCanada Starch Company, are incorporated companies with head offices within Ontario and are manufacturers of articles of commerce which are necessaries of life and which are merchandise of the grocery trade.

It is also alleged that all the members of the Wholesale Grocers of Ontario are members of the Canadian Wholesale Grocers Association and that all the members of that Association doing business in Ontario are members of

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the Wholesale Grocers of Ontario; that these two bodies are composed of persons doing business as wholesale grocers and that membership in them is restricted to those approved by the executive committee of "either" association; that there are two conditions precedent to obtaining such approval, viz:

> prior consent of the member of such executive committee who does business in the vicinity of the applicant and who is thus his immediate competitor and the signing and swearing by the applicant.

that

(1) he is conducting a strictly wholesale grocer business.

(2) he is carrying a full assortment of groceries,

(3) his business is not a co-operative one,

(

REID PAPERS, Series 3 (M.G. 27, I, Volume 46)

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(4) he agrees not to sell consumers or any aggregation of consumers organized for buying purposes,

(5) he is not connected directly or indirectly with any plan or agreement by which his stockholders are to receive dividends on the basis of their purchases,

(6) he is not interested in the profits of any retail business,

(7) he agrees to abide by the rules or regulations that may be adopted at any annual or special meeting of the association;

that wholesale grocers who conform with the provisions of this obligation are referred to by "the personal defendants" as the "legitimate wholesale trade" and are eligible for membership; that others

such as wholesale grocery brokers, wholesalers

who for various reasons have not or are unable to obtain a full assortment, co-operative dealers, retailers engaged in the wholesale business, those operating both wholesale and retail establishments, and others,

are excluded.

It is further alleged that respondents who are wholesale grocers acting in cimbination with all other members of the two associations and with the other respondents and with the others, have adopted and acted on a policy as follows:

(a) to restrict the wholesale grocery trade or business of the Province of Ontario and of the Dominion of Canada to those who form the membership of such associations or in the alternative to restrict

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such trade or business to those whom the executive members of such associations in their own discretion are pleased to class as 'legitimate wholesale grocers' having in view the limitations imposed by the said oaths of application of membership,

(b) to fix and regulate a non-competitive price for a number of commodities which are articles of commerce and necessities of life and which are merchandize of the grocery trade through all stages of sale from the manufacturer to the wholesaler and from the wholesaler to the retail dealer.

It is further alleged that the two associations in executive council, in general meeting and by individual signed consent, have resolved as follows:

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(a) to 'as a unit' refuse to handle the manufacturer's goods who issue list prices and at the same time sell to the retail trade,

(b) to pledge themselves not to buy from any manufacturers (except specific and definitely arranged cases agreed to by the Association) who will not confine their sales to the ligitimate wholesale trade.

(c) to exclude competition in certain brands of goods on the grounds that in a free market as stated in such resolution 'the lowest price must rule' and 'without some definite instructions from the manufacturer with regard to the sale of proprietary lines the trade unanimously realize one cut leads

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to another and that eventually while the selling price would be uniform it would be at a uniform price without any margin of profit whatever to the wholesale trade'.

that with a view to eliminating competition in the price of the commodities, necessities of life, articles of commerce and merchandise of the wholesale grocery trade and to maintain the price of them and their own profit thereon, the respondents who are wholesale grocers had endorsed by resolution in manner above stated the 'principle of the manufacturer fixing the price and terms on proprietary goods and refusing to sell to any wholesale house who is not willing to maintain such list prices and"

that the respondents have resolved that every accredited representative of any manufacturer shall carry the endorsation

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of the secretary of the Canadian Wholesale Grocers Association before any member of the association purchases after 1st. January, 1923, and that a card be issued and countersigned by the Secretary.

The statement of claim also contains allegations as to the way in which the policies indicated in the resolutions which I have quoted have been carried out by means which may be summarized as follows:

(1) by appointing a committee to interview the manufacturers and to make known to them these policies and the "endorsation" of them by the two associations.

(2) preventing W.F.Morley, Robert Dowson and the York Trading Company from purchasing the stock in trade of the grocery business.

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(3) by preventing Joseph Harris and Frank Fearman who are alleged to be conducting a wholesale grocery business from purchasing the stock in trade of the grocery business.

(4) entering into agreements with eight named persons and firms and others that they shall confine their sales to the "legitimate wholesale trade" to the exclusion of all other wholesale dealers and fixing non-competitive prices and terms at which these manufacturers shall sell to the wholesale trade and at which the wholesale trade shall sell to the retail trade as well as the margin of profit to the wholesaler, such margin of profit being "in advance of that formerly prevailing under competitive conditions."

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(5) the respondent Gillett & Company "with the approval, consent and assurance" of the respondents who are wholesale grocers and associations has entered into written agreements "in common form" with the respondents who are wholesale grocers binding them to sell to the retail trade at monly such prices and on such terms and conditions as are quoted in the printed price lists issued or to be issued from time to time by the Gillett Company and at no others without rebate or allowance of any kind, the company "reserving to itself the right" to demand of the wholesaler a sworn declaration that these prices terms and conditions have in all instances been exacted. The company sells its

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entire product subject to this agreement and refuses to sell otherwise or to those who do not maintain these prices, terms and conditions.

(6) the respondent, W.C.MacDonald, at the instance of the respondents who are wholesale grocers or associations, with their approval, consent and assistance, has entered into a verbal agreement with them and with the wholesale tobacconists of Ontario binding them in a similar manner to that alleged as to the Gillett Company.

(7) similar allegations to those with regard to W.C. MacDonald as to the St.Lawrence Starch Company and the Canada Starch Company which it is alleged are the only manufacturers of starch and certain other products in Canada.

(8) these two companies have combined to sell their.

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products at "a common and identical price" and on common and identical terms and conditions to the wholesalers and to enforce common and identical resale prices, terms and conditions from the wholesale grocer to the retail trade.

These alleged acts are summed up in paragraph 19 of the statement of claim which reads as follows:

19. The defendants have as aforesaid conspired, combined, agreed and arranged each with the other and with others.

(a) To unduly limit the facilities for manufacturing, supplying, storing and dealing in articles and commodities which may be subjects of trade or commerce.

(b) To restrain and injure trade and commerce in relation to such articles or commodities.

(c) To unduly prevent, limit and lessen the manufacture or production of such articles or commodities and to unreasonably enhance the price thereof, and,

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(d) To unduly prevent or lessen competition in the manufacture, purchase, barter, sale, transportation or supply of such articles and commodities.

These allegations are substantially what by clauses (a) (b) (c) and (d) of section 498 of the Criminal Code deal with and which provide that,

> Everyone is guilty of an indictable offence and liable to a penalty not exceeding four thousand dollars and not less than two hundred dollars, or to two years' imprisonment, or, if a corporation, is liable to a penalty not exceeding ten thousand dollars, and not less than one thousand dollars, who conspires, combines, agrees or arranges with any other person, or with any railway, steamship, steamboat or transportation company,-
>
> (a) To limit transportation facilities,- To unduly

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> limit the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article or commodity which may be a subject of trade or commerce; or
>
> (b) Restrain commerce,- To restrain or injure trade or commerce in relation to any such article or commodity; or,
>
> (c) Lessen manufacturing;- To unduly prevent, limit, or lessen the manufacture or production of any such article, or commodity, or to unreasonably enhance the price thereof; or,
>
> (d) Lessen competition.- To unduly prevent or lessen competition in the production, manufacture, purchase, barter, sale, transportation or supply of any such article or commodity, or in the price of insurance upon person or property.

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It was contended by counsel for the respondents that it was not competent for the Parliament of Canada to enact these provisions; that the matters dealt with are all matters as to which the Provincial Legislatures have exclusive legislative authority, and In re Board of Commerce Act, 1919, and the Combines and Fair Prices Act, 1922, 1 A.C. 191, was relied on as supporting that contention.

The answer to the main question propounded in that case was that it was not competent for the Parliament of Canada to authorize the Board of Commerce created by statute of Canada, 1919, C.37, to make an order to the effect that certain retail dealers in clothing in the city of Ottawa should be prohibited from charging as profits on sales more than certain percentages on cost prescribed as fair profit and Viscount Haldane said (p. 194) that the only substantial question which the Judicial Committee had to determine was

> "Whether it was within the legislative capacity of the Parliament of Canada to enact the statutes in question."

The opinion of the Judicial Committee was that although in special circumstances, which it said were not shown to exist, the Parliament of Canada might legislate with regard to the subjects of undue combination and hoarding; under normal circumstances the liberty of the inhabitants of the Province may not be restricted by the Parliament of Canada and that under normal circumstances general Canadian policy could not justify interference on such a scale as the statutes in controversy involved.

In answer to the argument that the legislation could be supported under head 27 of section 91 which confers upon the Parliament of Canada exclusive authority with regard to

> the criminal law excepting the constitution of courts of criminal jurisdiction but

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including the procedure in criminal matters.

It was said that it was one thing to construe those words:

> "as enabling the Dominion Parliament to exercise exclusive legislative power where the subject matter is one which bt its very nature belongs to the domain of criminal jurisprudence" but that "it is quite another thing first to attempt to interfere with a class of subjects committed exclusively to the Provincial Legislature and then to justify this by enacting ancillary provisions designated as new phases of Dominion criminal law which require a title to so interfere as a basis for their application."

The view of the Judicial Committee,as I

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understand its decision, was that it was not competent for the Parliament to legislate with regard to the subjects of undue combination and hoarding as in its opinion the authority for legislation as to them was vested exclusively in the Provincial Legislatures.

In the earlier case of the Attorney General for Ontario and The Hamilton Street Railway Company, 1903, A.C. 524, the Lord Chancellor, stating the opinion of the Judicial Committee with regard to head 27 of section 91, B.N. Act. said, p. 529:

> It is therefore the criminal law in its widest sense that is reserved and it is impossible to doubt that an infraction of the Act"(i.e., the Lords Day Act) "which in its original form without the amdndment afterwards introduced was in operation at the time of confederation is an offence

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against the criminal law. The fact that from the criminal law generally there is one exception, namely, 'the constitution of Courts of Criminal jurisdiction,' renders it more clear, if anything were necessary to render it more clear, that with that exception (which obviously does not include what has been contended for in this case) the criminal law, in its widest sense, is reserved for the exclusive authority of the Dominion Parliament."

That case dealt with a provincial statute commonly known as the Lords Day Act which assumed to prohibit the doing or exercising of any wordly labour, business or work on the Lord's Day withim the Province, and the decision was that the statute treated as a whole was beyond the compttency of the Ontario Legislature. The Lord Chancellor also said, p. 528:

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"The question turns upon a very simple consideration. The reservation of criminal law for the Dominion of Canada is given in clear and intelligible words which must be construed according to their natural and ordinary signification. Those words seem to their Lordships to require and indeed to admit of no plainer exposition than the language itseld imporys."

See what was said by Sir Montague Smith in Russell v. The Queen, 1882, 7 A.C. 829, 838, 839. I am unable to reconcile the views expressed in the Board of Commerce Case with what was decided in the Lord's Day Act case for in the latter case I can find no warrant for the view that it is only

> where the subject matter is one that by its very nature belongs to the domain of criminal jurisprudence,

that the Parliament of Canada can legislate.

The proper observance of the Lord's Day Act and the

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enforcement of its penalties is not a subject matter which in its very nature belongs to criminal jurisprudence.

The inconvenience resulting from this limitation is obvious when one considers the large number of subjectx matters which have been dealt with by the Parliament of Canada which cannot be said to belong in their very nature to criminal jurisprudence.

To enumerate a few of them, I refer to section 505 which makes it an offence to issue, give, sell or otherwise dispose of trading stamps, or to offer to do so; section 287 with regard to unguarded holes in ice and unguarded mines out of use; sections 210 to 213 (inclusive) which deal with various forms of seduction; section 235 which deals with betting, pool selling and bookmaking; section 238 as to frequenting a "bucket shop", and various sections as to gambling, and there are many others.

But for what was laid down in the Board of Commerce case,

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to which, being the latest deliverance of the Judicial Committee I must how, I should have been inclined to adopt the view presented by Mr. Nesbitt that in-as-much as conspiracies unduly to restrain trade were offences at common law, the subject matter of combinations in restraint of trade was one belonging to criminal jurisprudence and therefore within Viscount Haldane's definition, but as I read the judgment there is no escape from the conclusion that it is not competent for the Parliament of Canada to enact laws to prohibit undue combination and hoarding as so to restrict the liberty of the inhabitants of a province.

I have in a recent case determined that a Dominion enactment which would fall under the ban of Viscount Haldane's general statement to be intra views but do not take the same course with regard to the legislation in question, and but for the decision in the Board of Commerce case I would have held that it was competemt for the Parliament of Canada to

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enact section 498 of the Criminal Code and for that course I would find support in the case of Rex v. Lee, 1911, 23 O.L.R. 490, because in the Board of Commerce case legislation of the character of that which is in question in the case mf at bar was held to be ultra vires the Dominion Parliament.

Counsel for the appellants contended that the Attorney-General has the right to maintain an action seeking an injunction,- Where the act sought to be restrained, though in itself a crime, is

(1) an illegal act which causes or is likely to cause injury to the public or to property:

(2) In the case of a corporation, a contravention of the provisions of the Act or Charter bringing it into existence.

For the first of these propositions Attorney-General v. Oxford Worcester & Wolverhampton Railway Company,1854, 2 W.R.

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330, 99 R.R. 875, was cited.

In that case the railway company had opened a line of rails in contravention of a direction of the Board of Trade and therefore in contravention of 5 & 6 Vict. C. 55.

The direction of the Board of Trade was given in consequence of a report from a gentleman whom the Board sent to inspect the line, that the opening of it for public traffic would be attended with danger to the public by reason of the incompleteness of the permanent way.

All that was decided was that the Attorney-General was entitled to apply for an injunction to restrain the company from opening the line and that the injunctionsshould be granted.

The principle of the decision is to be found in the observation of the Master of the Rolls, p. 331, (2 W.R.) where he says:

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> The Attorney-General as parens patriae might apply to the Court to restrain the execution of an illegal act of a public nature provided it was established that the Act was an illegal Act and affected the public generally.

The argument of counsel for the appellant fails to give effect to the statement that the Act although illegal and affecting the public generally must be an act of a public nature.

The Act complained of in the case cited was of a public nature; it was an Act by a public body incorporated for the performance of a public duty. In the case at bar, the Act complained of is not done by a public body, nor is it of a public nature.

The case cited was followed in Attorney-General v.

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Cockermouth,1874, 18 Eq. 172, in which an injunction was granted restraining the defendants from discharging sewage into a stream in contravention of a statutory provision which permitted the discharge only on condition that the sewage should be first freed from

> "All excrementations or other foul or poisonous matter such as would affect or deteriorate the purity and quality of the water"

of the stream.

The act complained of was an act of a public nature and was done by a public body in the performance of a public duty.

Attorney-General v. Great Western Railway Company 1872, 7 Ch. 767, was a case similar to the case in 2 W.R. and the defendant was restrained from opening a new line without

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first giving notice to the Board of Trade so that it might be inspected as provided by 5 & 6 Vict. Cap.55, s.4.

In the comparatively recent case of Attorney-General v. Birmingham Tame and Rea District Board, 1909,1 Ch. 48, the question of the right of the Attorney-General to an injunction was discussed. When the case was before Kekewich, J. 1908, 2 Ch. 551, he had said, p.562:

> "As I understand the law the Attorney-General coming to complain that a public body is exceeding its powers or committing some offence against a statute is entitled as a matter of right on proving his case to the only relief which the court can grant, namely, an injunction in one form or another."

In the Court of Appeal the Master of the Rolls said, p. 53, that he did not assent to thatproposition, and that

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it is not the law that the Attorney General is entitled as a matter of right to say,

> "In all circumstances if I prove a breach of a statute the court is bound to grant an injunction whether it be an injunction against continuing to do something or whether it be in the form of a mandatory injunction,"

and he added that the view which was taken by Farwell, L.J., when a Judge of first instance in Attorney-General v. Wimbledon House Estate Company 1904, 2 Ch. 34, 42, and by Vaughan Williams,L.J. in Attorney-General v. London and North Western Railway Company, 1900, 1 K.B.78, 87, was the more accurate one.

What was said by Farwell, J. was:

> "The Court no doubt has a discretion in the case of Attorney-General actions. It is not sufficient for this Attorney- General

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> Simply to come to the Court and say I call attention to the fact that there has been a breach of this statute and it follows as a matter of course that the mandatory injunction which I ask for must be granted."

The passage from the judgment of Vaughan Williams,L.J. referred to is,

> "I should myself hesitate to lay down as an absolute rule that in every case where a public body having statutory powers are doing something which is ultra vires by reason that they have not complied with some condition or term subject to which the statute granted these powers to them the Attorney General is entitled to an injunction ex de bito justitiae and the court has no discretion in the matter."

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Farwell,L.J. in the Birmingham case repeated what he had said in the passage I have quoted and said that he adhered to it but would leave out the word "mandatory" because he thought "the observation applies both to a mandatory injunction and to a negative injunction" pp. 60, 61.

Referring to what was said by Lord Halsbury in London County Council v. Attorney-General, 1902 A.C.165, he said that the statement was perfectly accurate adding,

> "It is for the Attorney-General to determine whether he should commence litigation in that respect or not, but it is for the court to determine what the result of that litigation should be." p.61.

I refer also without quoting it to what was said by the same learned Judge on page 60.

In Attorney-General v. Wimbledon, as I understand the

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reasons for judgment, the discretion was exercised in favour of granting the injunction because there was no other way of protecting the public in giving the benefit of the legislation except by granting a mandatory injunction. Damages could not be given and there was no otherameans of giving effect to the Act of Parliament.

In Attorney General v. The Sheffield Gas Consumers Company, 1853, 3 D.M. & G. 304, 96 R.R.151, the principle upon which the court interferes by injunction in cases of injury to the public or to private individuals by an unlawful act is the inadequacy of the remedy which the law gives in such cases, p. 319, and it was said by Turner, L.J. p.320:

> "It is not on the ground of any criminal offence committed or for the purpose of giving a better remedy in the case of a criminal offence that this court is or can be called on to interfere. It is on the ground of injury to property that the

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> jurisdiction of this court must rest and taking it to rest upon that ground the only distinction which seems to me to exist between cases of private nuisances and public nuisance is this,- that in cases of private nuisance the injury is to individual property and in the case of public nuisance the injuries to the property of mankind."

See also Attorney-General V. The Birmingham and Oxford Junction Railway Company, 1851, 3 MacN. & G. 452, and the observations of the Lord Chancellor at page 462.

If I were of opinion that the Attorney-General may maintain this action, I should decide#, in the exercise of my discretion that the case is not one for granting an injunction because the public can be protected by proceeding against the respondents by indictment.

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The action as far as the Attorney-General is concerned is based on the proposition that the Dominion legislation is intra vires and that the acts complained of are contraventions of it and what I mean is that if that be the case, though it is contrary to my opinion that legislation gives all necessary protection to the public.

What I have said applies in part at least to the second of the two propositions advanced by counsel for the appellants with which I am dealing.

In addition to this, I do not think that the acts of which the applicants complain if done would contravene the provisions of the act of incorporation of the Wholesale Grocers Association, 9 & 10 Geo. V. Cap. 100 (Dom.).

What is relied on is the provision of Section 11 which reads as follows:

"11. Nothing herein contained shall be deemed to

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authorize any action that will operate in restraint of trade."

This in my judgment is only a pious injunction to the company and neither adds to or substracts from the poers which without the section the company is given. It means only as I read it.

> Parliament does not confer upon you the right to do a particular unlawful act.

This brings me to the contention of counsel for the appellants that at all events the individual plaintiffs, who were added after the argument began, are entitled to maintain the action, because the acts complained of have caused injury to them in their business.

If I am right in the view that I have expressed as to the legislation which is invoked being ultra virem the Parliament of Canada this claim falls to the ground, but if my view is wrong it also fails for more reasons than one.

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In the first place, I do not think that it has been satisfactorily established that the acts complained of have caused injury to these plaintiffs, and secondly because if they have it was not an injury to property; that it is only an injury to property that entitles an individual to an injunction to restrain an act which is a crime, and in my view no injury to property has been shown.

It was argued by counsel for the appellants that an interference with a man's opportunity to buy goods that he requires for his business from whomsoever he pleases and on such terms and conditions as he could obtain from them is an interference with hispproperty and in support of that contention the Emperor of Austria v. Day, 1861, 3 D.F.J.217 was relied on.

As I understand the decision in that case, it was rested upon the ground that the effect of the circulation

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of the notes which Kossuth had printed with the view to their circulation in Hungary would be to disturb the circulation of the Kingdom and that the result of that would be to prejudice and to deteriorate the value of the existing circulating medium and thus to affect directly all the holders of Austrian bank notes and indirectly, if not directly, all the holders of property in the State.

According to this reasoning the act sought to be restrained was one that would cause injury to property and the case does not in my opinion indicate that when the ground for relief is unjury to property anything but property in the ordinary sense of the word is meant. I refer also to Prudential Assurance Company v.Knott,1875,10 Ch.14.

It was further contended that at all events the appellants were entitled to the declaration for which they ask. The granting of such relief is a matter which

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rests in the discretion of the Court, especially where no consequential relief is awarded, and in my judgment it would be a wrong exercise of that discretion to make the declaration asked for. If the case which the appellants seek to make on the facts were established and the legislation in question were valid to make it would be to pronounce a judgment declaring that the respondents have committed the offence which that legislation creates when in my opinion that should be determined only in a prosecution for the offence save only where it is pronounced in a case where the plaintiffs seek and are found to be entitled to an injunction restraining the defendants from doing acts forbidden by the statute.

As I have come to the conclusions which I have mentioned, it is unnecessary for me to deal with the other questions argued, viz., as to the effect of the statute and

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As to whether the defendants have contravened it.

I would dismiss the appeal with costs.

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FIRST DIVISIONAL COURT.

Copy of reasons for judgment of Hodgins, J.A. delivered 19th April, 1923.

ATTORNEY GENERAL OF ONTARIO ET AL.

Wallace Nesbitt, K.C. and A.W. Roebuck for Plaintiffs, Appellants.

Hellmuth, K.C., and R.R. McKay, for Defendants, Respondents.

CANADIAN WHOLESALE GROCERS' ASSOCIATION.

Appeal by plaintiffs from judgment of Orde, J., dismissing which was brought for an injunction and damages for certain wrongful acts, having the effect of restraining trade and injuring the general public, which it is alleged, were committed by the defendants, or some of them.

During the appeal, two of the parties said to have been specially injured were added as party plaintiffs. The argument travelled over a very large range, but in my view many of the

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questions can be disposed of without considering all of the points raised.

(a) At the outset, it is necessary to deal with the contention of the respondents that sections 496 and 498 of the Criminal Code are ultra vires of the Parliament of the Dominion. The argument was founded upon the observations of Lord Haldane in the Board of Commerce case 1922, 1 A.C. 191.

(b) After the argument, the Attorney General of Canada was notified pursuant to the Statute, but he preferred not to appear, leaving the validity of these sections to be determined upon the argument already presented. This consisted only of comments upon the reasons for judgment in the case mentioned. It is therefore to be regretted that we have not had the benefit of a fuller discussion of what, apart from that decision, are the proper considerations to be applied to the facts of this case, as distinguished from

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before the Judicial Committee.

As by the British North American Act, section 91, the regulation of trade and commerce and the criminal law are committed to the exclusive jurisdiction of the Federal Parliament, it would seem that in making criminal such combinations in restraint of trade as involve the doing of unlawful acts and thereby tend to restrain or injure trade throughout the Dominion, the Parliament of Canada was dealing with subjects within its jurisdiction. If so, it would naturally follow that in endeavouring, by means of the Board of Commerce Act 1919 and the Combines and Fair Prices Act 1919, not only ~~the~~ to investigate the dealings of those engaged in trade and commerce but to restrain putting into effect the consequences of the illegal combination, denominated conspiracy in restraint of trade as defined by section 496 of the Code, the exercise of power was within the right of the Dominion.

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It is said, however, that the language used by Lord Haldane invites the conclusion that this is not a correct view, and for two reasons. First, because these sections of the Criminal Code deal with what are purely civil rights of contract within the Province, and, second, it is only where the subject matter is one which by its very nature belongs to the domain of criminal jurisprudence, that Parliament can designate it as a crime in Canada.

(c) I do not think we are concerned in thise case with the questions discussed in the Board of Commerce case save so far as they relate to the authority of Parliament in relation to the Criminal law. The Board of Commerce Act and the Combines and Fair Prices Act raised issues extending far beyond the narrower point decided in regard to annexing "ancillary provisions designed as new phases of Dominion Criminal law."

(d) The words of Lord Haldane that:

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> "It is one thing to construe the words 'the criminal law, except the constitution of courts of criminal jurisdiction, but including the procedure in criminal matters,' as enabling the Dominion Parliament to exercise exclusive legislative power where the subject matter is one which by its very nature belongs to the domain of criminal jurisprudence. A general law, to take an example, making incest a crime, belongs to this class. It is quite another thing, first to attempt to interfere with a class of subjects committed exclusively to the Provincial Legislature, and then to justify this by enacting ancillary provisions, designated as new phases of Dominion criminal law which requires a title to so interfere as basis of their applications."

should not be strained beyond what necessity requires. I do not at present read them as excluding the right of the Dominion Parliament to designate as crimes, acts that have not been already so treated in English criminal jurisprudence.

(e) Section 10 of the Code recognizes that there may be variations or modifications of the criminal law of England as it existed in 1791 by statutory enactments of the Parliament of Canada. I take it that what was meant by Lord Haldane was that the jurisdiction of Parliament was not properly exercised when such a declaration

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rested only on the defective foundation of an unwarranted interference with what were undoubtedly civil rights within the Province. But the Dominion Parliament could, in my judgment, make seduction a crime or it might add a new crime to that of "procuring" as originally understood in English law before automobiles came into being: see Rex v Quinn, 30 Can. Cr. Cas. 372. It has already made a new offence in 12-13 Geo. V. c. 11, s. 2. (An Act to amend the Canada Temperance Act.)

(f) If the Judicial Committee intended to go further than the words I have quoted would indicate, then I think one should wait for a more definite pronouncement in so important a direction before holding that sections 496 and 498 are not constitutionally valid.

Such being my view, this case may be, I think, disposed of without considering whether at common law there is any other or different offence, and if so, have respondents been guilty of it? The allegations in the pleadings all substantially, if not literally, describe infractions of section 496 and 498, so that if the respondents

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have restrained or injured trade that have done so in some way made an offence by those enactments.

Moreover, while a common law offence may subsist alongside the provisions of the Statute, there is this to be said, that it is hardly reasonable to expect individuals and associations, if they keep away from the methods indicated in the Code as wrongful, to feel anything but aggrieved if they are told that there is some other and older rule of law, which they were not charged with breaking, but which nevertheless has made them liable in the courts. From this I pass to consider what is the exact meaning of those sections of the Code which cover or describe an unlawful conspiracy to restrain trade.

I take it that section 496 defines such a conspiracy and that section 498 really amplifies an expands that definition. I venture to suggest that the reason why, in subsection (b) the word unduly or unlawfully is not found, is because what is there described is

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really identical with Sec. 496 and is only another way of stating the general offence by adding the word "injure" which, on the hypothesis that all trade must operate free from improper restraint, only formulates the same idea by employing a different word. I express this view with diffidence, having regard to the language of Mr. Justice Anglin in Weidman v Shragge, 1912, 46 S.C.R. at p. 39 and 40.

Much light is thrown on our legislation by a consideration of the principle on which the English cases have been decided. Lord Parker of Waddington a few years ago in Atterney-General of Australia v. Adelaide SS. Co., (1923) A.C. 781, restated the common law right and the correlative obligation thus:

> "At common law every member of the community is entitled to carry on any trade or business he chooses and in such manner as he thinks most desirable in his own interests, and inasmuch as every right connotes an obligation, no one can lawfully interfere with another in the free exercise of his trade or business unless there exist some just cause or excuse for such interference. Just cause or excuse for interference with another's trade or bus-

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iness may sometimes be found in the fact that the acts complained of as an interference have all been done in the bona fide exercise of the doer's own trade or business, and with a single view to his own interests (the Mogul Steamship Case). But it may also be found in the existence of some additional or substantive right conferred by letters patent from the Crown or by contract between individuals. In the case of letters patent from the Crown this additional or substantive right is generally described as a monopoly. In the latter case, the contract on which the additional or substantive right is founded is generally described as a contract in restraint of trade. Monopolies and contracts in restraint or trade have this in common, that they both, if enforced, involve a derogation from the common law right in virtue of which any member of the community may exercise any trade or business he pleases and in such manner as he thinks best in his own interests."

The Mogul case (1892) A.C. 25, decided that, granting injury as the result of the action taken, yet no liability will attach if that action be in the assertion of a legal right, though done at the expense of another and intentionally so done. I think the case of Quinn v Leetham (1901)A.C. 495, has really pointed out that because the possession of an equal right affords just cause or excuse for acts done in asserting it, neither malicious intent nor damage resulting can give a cause of action, where just cause or excuse exists. It is this idea which Bigham, J. (Afterwards Lord

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Mersey) in an earlier case, Boots v Grundy, 82 L.T. 769, had in his mind when he said: "no lawful act needs to be defended by any just cause or excuse - it carries its just cause or excuse with it."

My own view, derived from a perusal of the cases, is that the question has not been so much whether or not malice exists, as whether or not the acts complained of were in fact done in the legitimate pursuit of business or in the legitimate exercise of some personal privilege. If they are, in fact, so done, then if in that pursuit or exercise there has existed a malicious intent to injure, it makes no difference, unless its preponderance and importance is so great as to compel the Court to say that in what was done, there was no real enforcement of the right of the offending party, but rather a colourable, insincere and affected use of his privileges or rights. In other words that the intent was not to use legitimately, or for proper ends, the alleged right, but to employ it merely as a cloak to wreak vengeance or commit injury upon the party affected. Just cause or excuse, so far as it relies upon a legal right, does not

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depend upon mere intention or belief, but must be based upon some actuality.

I think the case of Allen v Flood, (1898) A.C.1, has demonstrated that malice or intent to injure, which is a state of mind, had no relation to and did not affect the existence or assertion of a legal right, that is when the legal right was being really enforced.

Mr. Chalmers/Hunt, the leading authority upon Trades Unions, has propounded a view that

> "the right to attack persons by way of competition is an indulgence conferred by the law, and, being in itself an evil, although a necessary one, its exercise is to be jealously limited and confined so as to exclude from protection acts of manifest tyranny and malice."

Some of the earlier cases in England have considered whether self-interest is in itself and apart from other consideration, a complete justification. I think the result, however, is adverse to that conclusion.

In the case of Giblan v. National Amalgamated Labourers Union,

(1903) 2 K.B. 600, Walton, J. in his judgment reported in 87 L.T. 326 has said:

> "I do not think this would be an actionable wrong if it were done for the purpose of protecting or advancing the interests of the members of the union as, for instance, for the purpose of securing more work or better wages for themselves, even though a necessary consequence of such action would be to injure the plaintiff. In Quinn v. Leatham it would be an actionable wrong if it was done, not to advance the interests of the members of the union, except perhaps in some remote re indirect way, but directly and primarily for the purpose of injuring the plaintiffs, and as the jury have found that the object was to punish the plaintiff for not re-paying the moneys, the case falls within Quinn v. Leatham and not within the Mogul case."

Nor does honest belief, apart from the possession of a real trade interest, protect those who act on it.

In the Glamorgan case, (1903) 1 K.B. 119, 2 K.B. 545, the injury was due to a breach of contract, the miners having stopped work for several days as ordered by their Committee, and the justification alleged was that the stop days were ordered for the purpose of keeping up the price of coal and in that way benefitting the colliery

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owners, (the plaintiffs) and that the miner's action was not intended to injure these owners, but rather to benefit them, and only to interfere with the middlemen who were selling coal at too low a rate.

That case and the case of Lyons v. Wilkins, (1896) 1 Ch. 811, established that even where an honest belief existed that the interests of the men required the unlawful course to be pursued, and although there was not only no intention to injure the plaintiffs, but a belief that the course taken was for their benefit as well, yet, if injury ensued, belief, however honest, was not a justification, and that the union were liable.

These, and the other English cases mentioned, as well as the Glasgow Fleshers case, 35 S.L.R. 645, must, if "undue" has the meaning which it is argued that it has, be modified, and that modification may serve to deprive traders of the right to rely absolutely upon just cause or excuse as there defined, and to throw upon them the burden of establishing, in addition to equal legal rights, the fact that they are not

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being used unfairly or oppressively, or that the result of their action does not "unduly" or unfairly hamper trade.

Lord Justice Atkin in Ware v Motor Trades, (1921), 3 K.B. 40, has pointed out in a judgment of much interest, the danger of departing from the principle which has hitherto controlled the English view of this branch of law. After quoting Bowen, L.J., in the Mogul case, as follows:

> "Intentionally to do that which is calculated in the ordinary course of events to damage, and which does, in fact, damage another in that other person's property or trade, is actionable if done without just cause or excuse."

Lord Justice Atkin proceeds to say:

"The proposition to the contrary seems to involve the statement that, if a man does an act (a) calculated to injure a third person, (b) unreasonably, he is liable to an action at the suit of the person injured. The effect of such a doctrine on commerce would be incalculable I cannot conceive that the common law imposes such grievous fetters upon individual liberty. The truth is that the right of the individual to carry on his trade or profession or execute his own activities, whatever they may be, without interruption, so long as he refrains from committing tort or crime, affords an unsatisfactory basis for determining

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> what is actionable, inasmuch as such right is conditioned by precisely similar right in the rest of his fellow men. Such co-existing rights do, in a world of competition, necessarily impinge upon one another, and it appears to me illogical to start with the assumption that an interruption of the power of a man to do as he pleases within the law is prima facie a legal wrong, which in every case needs to be justified. The true question is, was the power interrupted by an act which the law deems wrongful ? with the practical result that to determine liability one has to concentrate, not upon the effect on the plaintiff, but upon the quality of the act of the defendant."

I agree in this with Lord Justice Atkin, but I am afraid that our legislation has by the use of the word "unduly" required a consideration of the effect of the act itself, thus introducing considerations other than those comprised in the expression "just cause or excuse." "Undue" is not quite the same as "unreasonable"; it may be said to import the idea of unfairness and while the respondents might establish that what they have done is reasonable both as to themselves and others affected by their actions and also as to the public at large, it may be contended that if it resulted in unfairly oppressing or injuring trade,

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it thus gave a cause of action, which is not met by the usual defence based on the necessities and proper conduct of their own trade. This view does not necessarily make malice a decisive constitutent, but it makes the test a higher one, introducing into the domain of business exigencies as showing just cause or excuse, the element of oppression, malice and unfairness and their effect on others and renders it harder to justify restraint of or interference with trade.

The Combines and Fair Prices Act, 8-10 Geo.V, c.45, strikes the same altruistic note to which I have already alluded. "Combine", it says, "is used in this Act in reference only to such combines as (in the opinion of the Board of Commerce of Canada) ... operated or are likely to operate, to the detriment of or against the interest of the public, consumers, producers and others." What others ? Naturally the retailers, jobbers and others of similar business. The "public", as is pointed out in the Australian case in the Privy Council (1915) A.C. at p.801, includes those engaged in the production and distribution of articles of consumption as well as the consumers.

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"Unduly" is defined in the case of Rex v. Elliott, 90 L.T. 648, as equivalent to "excessive" and "inordinate". In that case, Osler, J.A., having regard to the present legislation as expressed in the Criminal Code, delivers himself thus:

> "The right of competition is the right of every one, and Parliament has now shown that its intention is to prevent oppressive and unreasonable restrictions upon the exercise of this right; that whatever may hitherto have been its fullest extent, it is no longer to be exercised by some to the injury of others. In other words, competition is not to be prevented or lessened unduly, that is to say, in an undue manner or degree, wrongly, improperly, excessively, inordinately, which it may well be in one or more of these senses of the word, if by the combination of a few the right of the many is practically interfered with by restricting it to the members of the combination."

I may add that it is also synonymous with the expression "disproportional", (see Century and Imperial Dictionaries), or as implying an unfair advantage. The Australian Statute uses the words "unfair under the circumstances." The view taken of it by Anglin, J., in Weidman v Sharagge (1912) 46 S.C.R. 1, at p.42, as I understand

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him, coincides with that of Osler, J.A. already quoted. He says:

> "The difference, in my opnion, between the meaning to be attached to unreasonably" and that which should be given to 'unduly' when employed in a statutory provision such as that under consideration is that under the former a chief consideration might be whether the restraint upon competition effected by the agreement is unnecessarily great having regard to the business requirements of the parties, whereas under the latter the prime question certainly must be, does it, however advantageous or even necessary for the protection of the business interests of the parties, impose improper, inordinate, excessive or oppressive restrictions upon that competition the benefit of which is the right of every one ?"

And this is likewise the effect of the judgment of Iddington, J. While Duff, J. restricts his decision by applying it specifically to the public interest in free competition, I see no reason why it is not, as well, equally applicable to cases where private interests are involved, although from a public point of view the interest may be equally balanced or even actually served. The Statute covers restriction and injury to trade, and that may exist where only one class of traders is affected as well as

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where the public, as such, are thought to be injured.

The legislation thus interpreted imports the consideration of the effect of the conduct of the respondents and introduces the elements of fairness in enforcing their legal rights on the one hand and oppression on the other.

The law in England as laid down by Atkin, L.J., in the Ware case at p.83, is thus stated:

> "But I know of no cases where injury done by threat of a lawful act has been held to be in itself actionable, at the suit either of the person threatened or of the person injured in consequence of the threat. The added element of an intention to injure the plaintiff may make a difference which has to be discussed, but that element is missing in the present case, and would presumably be irrelevant if injury produced by any threat were in itself actionable."

Under our peculiar legislation the element of intention to injure is replaced by the result which, if injurious, is treated as undue and therefore unfair or oppressive.

I think it is a great pity that it should have to be so con-

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strued. But the result is, to my mind, that a combination does injure or restrict trade, if it coerces a manufacturer by requiring him to refrain from trading with one class of dealers if he would preserve his trade with those who can qualify in another and self constituted class, and if it prevents a jobber from trading in a commodity, the sale of which to him is refused.

It is quite true that what a manufacturer may be required to do is in itself a lawful thing, i.e. to refuse to seel to any individual whom he thinks fit to decline to supply,(see per Atkin,L.J. in the Ware case,-p.84); but none ~~an~~ the less, if he is induced or compelled so to do as the result of a combination or conspiracy in restraint of trade as defined in the Code, the result, if traceable to undue interference with trade, and not the legality of what he actually does, is decisive, though it makes the legislation appear in a light that perhaps was not foreseen.

The legitimate interests of those engaged in trade or commerce require,no doubt, many actions which injure others or restrict in a superficial sense, some trade or another. And in England

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these have been given their true weight, thus protecting those who indulge in them, if their purpose be legitimate and the means employed legal and proper.

But we have, in my view, for some reason, by the introduction of the word "unduly", departed from what I think is the true, and not the artificial, regulations of trade, by endeavouring to do such complete justice all round as shall entirely eliminate all competition which carries with it any element of injury even the most natural and indeed the inevitable.

Bowen, L.J., in the Mogul case, makes a remark which well describes the attempt which I think has been made in Canada to accomplish the impossible - Speaking of the war of competition being pursued to the bitter and the pointing out that the defendants had done no forbidden acts, he says:

> "To the argument that a competition so pursued ceases to have a just cause or excuse when there is ill-will or a personal intention to harm, it is sufficient to reply (as I have already pointed out) that there was here no personal intention to do any other or greater harm to the

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> plaintiffs than such as was necessarily involved in the desire to attract to the defendants' ships the entire tea freights of the ports, a portion of which would otherwise have fallen to the plaintiffs' share. I can find no authority for the doctrine that such a commercial motive deprives of 'just cause or excuse' acts done in the course of trade which would but for such a motive be justifiable. So to hold would be to convert into an illegal motive the instinct of self-advancement and self-protection, which is the very incentive to all trade. To say that a man is to trade freely, but that he is to stop short at any act which is calculated to harm other tradesmen, and which is designed to attract business to his own shop, would be a strange and impossible counsel of perfection. But we are told that competition ceases to be the lawful exercise of trade, and so to be a lawful excuse for what will harm another, if carried to a length which is not fair or reasonable. The offering of reduced rates by the defendants in the present case is said to have been 'unfair.' This seems to assume that, apart from fraud, intimidation, molestation, or obstruction, of some other personal right in rem or in personam, there is some natural standard of 'fairness' or 'reasonableness' (to be determined by the internal consciousness of judges and juries) beyond which competition ought not in law to go. There seems to be no authority, and I think, with submission, that there is no sufficient reason for such a proposition. It would impose a novel fetter upon trade."

I may also again quote Atkin, L.J., upon the great difficulty involved by the use of words so wide as to be somewhat indefinite:-

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"It is impossible for the law to prevent all oppressive exercise of legal rights. If rights are used tyrannically or to the public danger, the Legislature can control their exercise and impose all necessary checks and safeguards. To enunciate and supply as legal propositions wide prohibitions of misty import may well lead to greater oppression than the evil sought to be repressed."

Having thus delat with the general principles which occur to me as governing this question, there remains to be considered their proper application to the facts of this case.

The appellants assert that the Attorney General of the Province is, as representing the Crown, empowered to sue for an injunction against the acts which are the consequences, and often the evidence of offences, under the Criminal Code relating to restraint of trade

In Rex v Druitt, 10 Cox C.C. 592, Bramwell, B., pointed out that freedom to trade is the possession not only of labour but also of capital when he told the jury that the common law of the land, re-enacted by an Act of Parliament, was that:

"if two or more persons conspired by threats, intimidation

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or molestation to deter or influence (a man) in the way he should employ his industry, his talents or his capital, they would be guilty of a criminal offence."

Acts committed in pursuance of, and which are sometimes used as evidence of, a conspiracy in restraint of trade under the Code if continued, would naturally injuriously affect the public generally.

What these sections (496 and 498) are aimed at is the corrupt conspiracy or agreement, and not the carrying out of the arrangements consequent thereon which may give rise to damage or injury. The offence is complete when the agreement or arrangement is proved, if it is one within the purview of the Statutory definition. Whether or not it is ever carried out is immaterial as to the guilt of those charged. Proof of the commission of the offence, as evidence upon a charge of conspiracy to commit it, is said by Lord Cranworth, and Cockburn, C.J., not to be a satis-

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satisfactory course, though a legal one; Rex v Boulton, 12 Cox C.C. 87. An action for damages, however, based on such an agreement would fail if it were proven that the defendants had never carried it out. It is obvious that the individuals making up the general public are not hurt by the sole fact of conspiracy or agreement. It is a public wrong, a crime, and punishable as such, but the injury which results from action in pursuance thereof presents a different aspect, and it is one in which I think the Attorney-General of Ontario possesses a valid right of action.

As an illustration, I may refer to Rex. v Brailsford, (1905) 2 K.B. 730, in which the Court held that a combination to obtain by a false representation a passport to be used for an improper purpose, was injurious to the public and tended to bring about a public mischief and so was a common law misdemeanor. The use of a passport so obtained would, I think, be properly restrained

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at the Crown at the suit of the Attorney General.

Similarly I can see no reason why the Attorney General should not have an injuction to restrain the carrying out of an agreement which is an offence under the Code. It would be a singular thing if, an offence against a statute having been committed, the offenders might, with impunity, proceed to put into operation the consequences intended by them when so breaking the law. If under section 498 a fine had been imposed following a conviction upon an indictment charging the defendants with conspiracy to restrain trade, (section 496), and the defendants, having paid the fine, contemplated continuing their practices, it ought to be within the power of the Court to interpose by injunction at the suit of the Attorney-General. The argument that an adequate reddy is provided by section 498, that is, by the imposition of a fine or imprisonment, is not tenable, because that only goes to the offence of conspiracy and has no reference to its

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consequences; see Saull v Browns (1874) L.R. 10 ch. 64.

Freedom of trade is a right in which the public are vitally interested in the same way as they are in the prevention of the sale of articles injurious to the public health or of a nuisance affecting all his Majesty's subjects.

It is argued, however, that the right to enjoin has only been recognised where property, as such, has been injured. While that undoubtedly forms the foundation of the jurisdiction in general, I do not think that damage to property in the narrow sense is always essential to the jurisdiction.

In Attorney-General V Ashborne Recreation Ground Company, (1903) 1 Ch. 101, Buckley, J. deals with the general question thus:

> "The Attorney-General suing in respect of the invasion of public rights has at least as large a right to invoke the protection of the Court as a private owner suing in respect of his rights. Judges, both of first instance

> and of the Court of Appeal, although the point has apparently not always been taken, have assumed - and North, J. has decided - that in such cases the Attorney-General can sue, for instance in Attorney-General v Hatch, (1893) 3 Ch. 36, - a case as to building otherwise than in accordance with a prescribed building line; in Attorney-General v Rufford & Co. (1899) 1 Ch. 537, 80 L.T. 17, -a case as to the width of a street; and Attorney-General v London & North Western Ry. Co. (1900) 1 Q.B. 78. The last case was somewhat different from the present, because there was there a statutory offence but no penalty imposed; but for this purpose no distinction is to be drawn between cases where a penalty is imposed and those in which a statutory duty is enjoined but no penalty is imposed. From the report of Attorney-General v Rufford & Co. in 80 L.T. 17, it appears that the defendant company took the

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preliminary objection that the bylaws fixed a penalty to be recovered before magistrates; that the plaintiffs ought to have proceeded before the magistrates, and that the High Court, even if it had jurisdiction to grant an injunction, would not exercise it when the Legislature had pointed out the remedy, but North, J. overruled the objection and granted an injunction. Moreover, there may be good reason why an injunction should be granted although a penalty is imposed. If there were no remedy except the statutory remedy, a public authority might by circumstances be rendered singularly impotent although it had made by-laws."

"Under s 158 of the Act of 1875 works contravening by-laws may be pulled down or removed, but only where the work is commenced after notice of disapproval, or before the expiration of one month after the delivery of notice to the public authority, without the approval of such authority; so that

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if the public authority is inert, it may become powerless to pull down or remove; and, if the defendants are right, its only remedy would be to proceed by way of penalty. That cannot be the intent of the statute. Another reason is that there are many cases where a public authority can interfere in which pulling down would be an inappropriate remedy. For instance, under s 23 of the Public Health Acts Amendment Act, 1890, by-laws may be made as to such things as the sufficient supply of water for flushing closets. The Act did not intend that the public right to have these things done should be guarded only by a penalty in case they are not done. For these reasons I overrule the defendants' objection."

In Cooper v Whittingham (1880) 15 C.D. 501, Jessel, M.R. laid it down that:

"wherever an act is illegal and is threatened the Court

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"7 Ch. 767. the railway company was prohibited by law from opening a line before it was passed by an engineer appointed by the Board of Trade, a provision intended for the safety of people's lives, and they were going to disregard that prohibition, and it was no answer for them to say that the line was so safe that no mischief could arise. The company was, of course, restrained from this violation of an express compact with the Legislature. Again, in the case of Attorney-General v. Cockermouth Local Board, Law Rep. 18 Eq.172, the Board were doing works which would, or might probably, destroy a running stream, in direct violation of the law which prohibited them from committing a nuisance. These seem to me good illustrations of the cases in which it is essential for the protection of the public and of individuals that the Attorney-General should interfere."

This view, it is pointed out in Attorney-General v. London County Council (1901) 1 Ch. 781, at p.810,1902 A.C.

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165, was not dissented from by the other members of the Court.

In Attorney-General v.Cockermouth,L.R.18 Eq.172,Sir G. Jessel, M.R. said on this point:

"Then this is an information by the Attorney-General against a public body, to enforce the terms of a public Act of parliament. Now,if I understand the law upon the subject, it is not necessary for the Attorney-General to shew any injury at all. The Legislature is of opinion that certain acts will produce injury, and that is enough. The case I have already referred to of the Attorney-General v. Oxford, Worcester and Wolverhampton Railway Company, 2 W.R. 280, is in point; there the Attorney General would not even answer the affidavit of the defendants to shew there was no injury caused by the proceedings they were adopting. The Legislature is of opinion that it is desirable to preserve our natural streams in at least their present state of purity; it therefore has said that you shall not affect or deteriorate the water at all; and the Court

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"must assume that the deterioration of the water is an injury which is prohibited by the Legislature for good and sufficient cause."

This case has a bearing upon the previsions of the Charter of the respondents, the Wholesale Grocers Association, in that the Statute, the observance of whichwas there enforced, contained these words:

"Provided always that nothing herein contained shall give or be construed to give power to any local Board to construct or use any ... drain..for,,,conveying sewage or filthy water.... such as would ..... deteriorate the purity ... of the water in such streams."

In Springhead Spinning Company v. Riley, (1868)L.R. 6 Eq. 551, Malins, V.C. in one of his judgments which did not meet with the general fate of his decisions, says:

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"The truth, I apprehend,is, that the Court will interfere to prevent acts amounting to crime, if they do not stop at crime, but also go to the destruction or deterioration of the value of the property."

and he cites the view of Turner,L.J.,in Emperor of Austria v. Day,3 D.F. & J. 217, 253, that the effect of the introduction of the spurious notes by Kossuth into the Kingdom would be

"to endanger, to prejudice and to deteriorate the value of the existing circulating medium, and thus to affect directly all the holders of Austrian bank notes, and indirectly,if not directly, all the holders of property in the state. The same 'great authority' to which I have referred"(this is to Vattel,book1,cap 10)"has very clearly pointed out these consequences. But it is said that the acts proposed to be done are not the subject of equitable jurisdiction, or that, if they are, the jurisdiction ought not to be exercised until

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"a trial at law shall have been had. To neither of these propositions can I give my assent."

It is to be observed that in this case which is founded on injury to property, the plaintiffs' case was that by placards and advertisements workmen were intimidated and prevented from hiring themselves to the plaintiffs, and that they were therefore prevented from continuing their business, and the value of their property was seriously diminished.

In Joyce on Injunctions appears this statement, founded upon the above cases, p.290.

> " Still, though it is clear that the Court of Chancery has no jurisdiction to restrain acts which amount to the commission of a crime only, and being merely criminal or illegal only, yet,notwithstanding it has been held that there is no jurisdiction to restrain a publication, whether libellous or not,merely because it may tend to injure property.

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> "O'Grady v.Orr, Ir. R.10 Eq.111, it would seem to be the better opinion that it will interfere by injunction to stay any proceedings, whether connected with crime or not,which go to the immediate, or tend to the ultimate destruction or deterioration of property or a business or make them less valuable or comfortable for use or occupation."

The Court of Exchequer in Potter v. Commissioners of Inland Revenue (1854) 10 Ex.147,held that "property" in the Statute which imposed a tax on the sale of"lands", tenements, rents, annuities or other property real or personal" included the good will of a business. In the course of his judgment, Pollock, C.B.,with whom sat Parke, B., and Martin,B. said;

> "very frequently the good-will of a business or profession, without any interest in land connected with it,is made the subject of sale, though there is nothing tangible in it;it is merely the advantage of the recommendation of the vendor

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"To his connexions, and his agreeing to abstain from all competition with the vendee. Still it is a valuable thing belonging to himself, and which he may sell to another for a pecuniary consideration."

I think the above cases indicate that where a public right is concerned, the remedy by injunction is not strictly limited to cases where property in the usual sense of the term is injured. If it were, then I think the view taken in 1854 might well be applied to include a "going" business with its organization and assets. The Attorney-General may sue in the case of injury to the public, and if the Court in its discretion thinks it a proper case, may succeed without showing any damage at all. See Attorney General v. Shewbury (1868) 21 C.D. 752; Attorney General v. L.& N.W. Ry. Company, (1900) 1 Q.B. 78. The cases mentioned in Ashborne Recreation Ground Case (ante) are certainly not limited to injury to property. What I have quoted from the remakrs of Buckley I. in

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that case is his statement in answer to the argument of counsel which he says is not sound, that

"the defendants objection can be sustained because the plaintiffs' claim is not based upon any right of property, but only on the fact that what has been done is an interference with public rights in regard to a highway."

There is a further reason. Section 496 of the Code defines what is a conspiracy in restraint of trade,i,e., a conspiracy to restrain it by acts which are in themselves unlawful. But a conspiracy in restraint of trade may be constituted by an agreement to do acts which, though not criminal, are wrongful, that is,amount to a civil wrong. (Reg.v.Warburton (1870) 1,Cr. Cas. Res.274), so that while there is a conspiracy in restraint of trade punishable under the criminal law, there is still another and equally harmful conspiracy which is not reached by the Code.

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I conclude, therefore, that it is reasonable that the Attorney-General of the Province should be able to enforce a public right such as is involved here, either by indictment or by information, or injunction, if the other methods do not, in his judgment, provide a sufficient remedy.

But I do not see that the Attorney-General can recover damages arising out of a public wrong such as this is. These damages belong, if suffered, to individuals and not to that abstraction known as "the public".

The added appellants, if they have individually suffered damage beyond that common to all His Majesty's subjects, are, however, entitled, if they can prove their loss, to have an action based on the conspiracy in restraint of trade, in so far as its carrying out has affected them. The gist of that action, however, is loss and damage, and as put by Mr. Chalmers Hunt in his preface to the "Law of Trade Unions,"

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> "Without doubt it is true that the damage, and not the conspiracy is the gist of the action on the case for conspiracy (properly so called) as contrasted with the responsibility for criminal conspiracy, the offense of which is complete as soon as the agreement is formed, whereas, on the other hand no one can be made civilly responsible for unlawful conspiracy to inflict damage until it has been inflicted in pursuance thereof."

See Savile v. Roberts (1698) 1 Lord Raym. 374 Bowen, L. J., in the Mogul case, 23 Q.B.D. 598; Pollock on Torts, 6th edn., 313.

Whether the added parties are entitled to an injunction and not damages must, if it arises, be determined, having regard to the Ontario Judicature Act, section 18. It is alleged by the respondents that while they agreed among themselves upon the policy to be pursued, - said by the appellants to be one in restraint

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of trade, they had before this litigation began determined to wait till they were satisfied that it was a lawful policy before carrying it out. This is contested and as it affects both the right of the Attorney-General and that of the added appellants, I will deal with it in connection with their claims for loss and damage.

With regard to the added appellants, it is well to understand upon what their cause of action is based. The statement of claim alleges a conspiracy to do certain things, and I think it would be open to them to contend that they are not limited to the effect of a conspiracy such as is described in section 496 of the Criminal Code, but confound their action as well upon a conspiracy to do what may be lawful by unlawful means. This, however, not having been alleged in the pleadings, which have not been amended since they were added as plaintiffs, is not in question here. This Court has, therefore, I think, to determine whether the

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acts alleged include the element of unlawfulness. The added appellants' right to do business unjampered by acts founded on a conspiracy to unlawfully restrain trade in undoubted, but as has been pointed out, damage is the gist of an action such as this. The right of the respondents to carry on their business freely is also indisputable, and they can only be held liable to these added appellants if what they have done is a civil wrong producing injury. In view, however, of the right of the respondents to show, that they have just cause or excuse for what they have done, the real question for decision in this case, as I have already pointed out, is whether that defence is cut away or affected by the provisions of section 498. It may be put thus: assuming that under ordinary circumstances the respondents have and can assert their own right to do business in their own way, have the added appelants proved that its exercise "unduly" restrains

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their trade and makes that unlawful which, but for the Criminal Code, would be lawful, thereby rendering them liable in this action. With this in view it will be necessary to consider the evidence adduced in the case, to see whether it establishes that the respondents had legal justification and excuse for what they did, and whether, notwithstanding that, they, in the exercise thereof, "unduly" restrained trade and commerce, and thereby injured the added appellants.

Before doing so, it is proper to recall that the Board of Commerce, while it was in <u>esse</u>, had before it the identical question which is involved in this action, as well as the same parties, and that it decided that there was nothing in what the appellants now put forward which unduly restrained

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or injured trade. Since then it has been decided that the powers of the Dominion Parliament did not include the formation, constitution and powers of that tribunal and it is, in my judgment impossible to hold that its judgment is in any way binding upon the parties concerned. But it is a very strong circumstance indeed, that a Board specially appointed and amply empowered to search into the respondents' transactions and to determine whether they offended against undue freedom of trade, should have entirely approved of all that had been agreed, arranged and done by the respondents. This view having been arrived at by a Board specially equipped to investigate the very grievances and methods now complained of, the present case loses much of its importance and it will only be useful so far as it determines that what has been done, or contemplated, is or is not, as a matter of pure law, im-

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proper and unlawful. It was because that Board was directing an investigation against the respondents that the policy which as an organization, they had adopted, was not put into force. They waited the result and succeeded before the Board. Then these proceedings were initiated, and the matter has been deliberately and properly hung up by these respondents till the end of this litigation. If, therefore, coercive or oppressive acts have occurred, it is not in my judgment due to corporate action or to the Executive Committee, of the Association as such, but to indivudual initiative, prompted by self-interest or trade rivalry.

For this reason the Attorney-General is not, under present circumstances, entitled to an injunction against the Association or the members of what is called the Executive Committee. There is no threat of putting into force the policy, unless it is

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a legal one, and so the foundation of public injury threatened is lacking, unless the Court can come to the conclusion that these respondents are in fact, though not ostensibly, acting as a unit in what has affected the added plaintiffs and others and injured their trade.

I do not find any basis for such inference. There is every reason to suppose that, with the Board of Commerce actively at work and the Attorney-General of this Province appearing before it and following up its activities, the respondents wisely, as well as honestly, resolved to suspend any corporate or concerted action until they were "out of the woods". The fact that the organization exists and has formulated a policy and acted more or less in the past upon similar lines, and that selling and buying goes on every day, naturally gives rise to suspicion that the inaction is only ostensible. But coercion and restraint must be shown

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to emanate from some one or from some organisation. What are cited as unlawful acts are in my judgment traceable to the aggressive individual, rather than to the more cautious Wholesale Grocers Association as a corporate unit or the Executive Committee. This view also prevents the added appellants from recovery against these respondents, but I would add that if I had come to a different conclusion, they would have failed in that they have proved no damages, a point which I shall consider more fully later. As to the defendents, the matter must be disposed of on a different ground.

The charges arise out of the "pledge", the definition of "legitimate Wholesale grocers", the so-called arragnement between the Starch Companies, and the fixing of re-sale prices. No one doubts that much that is urged on behalf of the respondents is true. Organization is the vital force in successful business; overhead charges are heavier where there is

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a thorough and comprehensive system of distribution; that system is the best way of reaching the retailer and consumer; net profits are not really excessive, lower prices are produced by a less costly organization where there is a concentration of business on a few lines, and that cutting of prices, if long continued, drives the article from the market because of its small profit return. These and many other considerations must have led to the conclusion to which the Board of Commerce ultimately came.

So far as we are dealing with indivudual action, there can be no question of the relevance and importance of these matters. In the present case they carry matters to the point where they demonstrate that there are here legitimate and proper trade and business methods and interests which afford just cause and excuse for their adoption and use.

But in so far as they arise out of agreement and

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Are part of a plan or concert which contains features rendered unlawful by the Code, they do not protect those concerned.

Is there anything in what is shown to have been agreed upon or that has been put into operation that has militated or will militate against the public or against persons engaged in trade in such a way as to unduly restrain the course of trade or injure them in their operation?

I am of the opinion that as against the Association and the Executive Committee there is no evidence of present intention to put into force that was agreed upon, which, however, in my judgment amounts to a conspiracy in restraint of trade as defined in sections 496 and 498. In consequence of this lack from an evidential point of view, no remedy by injunction is open to the Attorney-General of Ontario in this action. But there yet remains the question of how far the alleged arrangement between the Starch Companies and the fixing of re-sale prices justifies the granting of any relief to the

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Attorney-General or awarding damages to the added defendants.

With regard to the charge agains two Starch Companies, there is no evidence of any combination or of anything which it is possible to call an arrangement. The word "tacit" is not used in the Code, though it appears in the Combines and Fair Prices Act, (1919, c.45), and then only applies to such contracts as in the opinion of the Board of Commerce are likely to operate to the detriment of trade. Nor can it be said that there is any evidence from which it can be concluded that there is any unreasonable enhancement of price. There is suspicion that the tariff is the only thing that keeps prices down. But it does so,. .....

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and it was, I think, incumbent on the appellants to demonstrate that there has been an unreasonable increase in price. The word "Unreasonable" connotes that there may be a reasonable increase and so the Court, if left without evidence upon which it might conclude that the profit is exorbitant or excessive, has nothing on which to make a finding that these respondents have been guilty of an act causing damage to the added defendants or that they threaten or intend to cause injury to the public. The Court cannot of its own knowledge say that what was done was injurious to the public. North-western Salt Co. v. Electrolytic Alkali Co.(1914) A.C.461, nor that it was done "unduly". McEwan v. Toronto General Trusts Corporation (1917) 54 S.C.R.596.

The remaining claim that, in the fixing of the re-sale prices and its consequences, there is an unwholesome restraint of trade was not, to my mind, made out at all in fact.

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I am glad, therefore, to find that other judges have taken the same view and as they have expressed it better than I can, I quote from three of the most eminent. In the Ware case, Scrutton, L. J., says:

"While low prices may be good for the public for the time, they are not a benefit if all the suppliers are thereby ruined. A steady level price may have considerable advantages over violent fluctuations from very high prices in times of scarcity, and fierce competition and unremunerative prices in times of plenty and financial pressure."

In the Australian Case, 1915, A.C., above referred to, Lord Parker of Waddington, at p. 810, in speaking of an agreement said to have increased prices and stifled competition, remarks:

" The consumers of coal will lose in the long run if the colliery proprietors do not make fair profits or the

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" miners do not receive fair wages. There is in this respect a solidarity of interest between all members of the public."

In North Western Salt Co. v.Electrolytic Co., 1914 A.C.461, Haldane, L.C., says:

"Unquestionably the combination in question was one the purpose of which was to regulate supply and keep up prices. But an ill regulated supply and unremunerative prices may, in point of fact, be disadvantegeous to the public. Such a state of things may, if not controlled, drive manufacturers out of business, or lower wages, and so cause unemployment and labour disturbance. It must always be a question of circumstances whether a combination of manufacturers in a particular trade is an evil, from and further he says, p. 471:

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"It may be, for all that appears, that agreements of this kind were the only effective method of preventing domestic competition from being carried to a length which would ultimately prove not merely ruinous to the parties themselves, but injurious to the public, even outside that portion of it which was dependent on the prosperity of the salt manufacturing industry.

It may be said, however, that these considerations which prove the reasonableness from a trade point of view of the action which is attacked, do not apply if "undue" has the significance which I have already suggested.

I do not agree in that view. The fixing of prices whether for sale or resale must, under the Code, be"unreasonable" and that clearly has not been established here. Furthermore I am convinced that there is no undue prevention or lessening of competition in the supply of these articles. The economic

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argument in favour of fixing resale prices is here strong enough to outweigh that upon the other side. Besides this, each manufacturer or proprietor has the right to refuse to sell on his own terms and that is not covered or in any way struck at by the Code, and I think the manufacturers were really responsible for what was done which was wholly in their interest. I am also unable to find that the other respondents combined in this respect ot do any unlawful act in restraint of trade.

It is impossible, in this case, to find any proof of damages suffered by the added appellants with whose cases alone we can deal. No one has the right to recover damages unless he is a party to the action and proves his loss. Morley turned over his capital, he says, 25 to 27 times. He carried stock valued at $60,000.00, and his turnover last year was

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$950,000.00 to $1,000,000.00. He alleges refusal to sell to him, but gives no hint of what he lost thereby, if he did indeed lose anything because he himself says he prefers the big accounts and handling large quantities. No doubt he made up for his disappointment by buying more largely elsewhere of other commodities. Indeed, he says that,"we make more money out of goods not listed than the goods which are listed."

Dowson, who represents the York trading Co., admits that the Company does a profitable business and can buy starch, tobacco and lye from the wholesalers, which they re-sell. Last year their turnover was $250,00. on a paid up capital stock of $14,400. Being a sort of co-operative venture, he says they sold goods as low as they possibly could and he only thinks at loss by saying that the business would be more profitable if it could buy direct from the manufacturers. How much more so he does not suggest and his cross-examination discloses much

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evasiveness as to how much profit the Company charged on the sales of articles bought from a wholesaler instead of a manufacturer. His selection as a plaintiff is rather curious as the Company of which he is president was formed expressly to overcome the handicapp of being unable to buy direct from the manufacturers and to demonstrate how that handicap could be overcome.

On the whole case, my views may be summarized as follows:

1. THAT the Attorney-General for Ontario, in addition to his right to proceed for a criminal offence has the right to bring civil action to restrain the carrying out of any criminal conspiracy in restraint of trade as defined by the Code, in so far as its effects will, in the opinion of the Court, result in an injury to the..... . .

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public at large.

2. THAT any one who can show that he has been injured or damaged by the carrying into effect of the purpose of such conspiracy, or a conspiracy to do an unlawful act by unlawful means, can sue those who have caused the injury and damage. In such a case, actual damage is the gist of the action.

3. THAT the respondents, the Association, and the Executive Committee who are alleged to have unlawfully combined to restrain trade, have shown such reasons as induce the Court to believe that they do not and did not when the writ herein was issued, intend to carry into effect the matters contemplated in their pledge until it was determined whether they could legally do so or not, and that therefore the Attorney-General had not made out a case for injunction and he has no possible claim for.....

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damages.

4. THAT the added appellants while entitled to urge, and urge successfully that the defendant association had made such an agreement as offended against the law which, if carried out, would unduly injure their trade, yet they had failed to show any damage cognizable at law resulting to them, but merely that they went elsewhere and traded profitably in other articles, and so they fail in their action.

5. THAT the fixing of the prices of starch and of resale prices was reasonable and was withing the competense of those who so fixed them and did not tend unreasonably to enhance prices nor to unduly restrict trade or injure it but in the case of the resale prices rather to benefit the public.

6. THAT for the reasons aforesaid, the appeal must be dismissed.

I would like to cite, with approval the following

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language of Atkin L.J., in the Ware Case, as a consolation to the appellants. He says:

> " No one can gainsay the wisdom of the saying that the uncertainty of the law is a public danger; nor can there be a domain of the law to which that remark is more applicable than the law of torts. I suppose that all men from time to time engage in attempts to induce others to do things they are reluctant to do, and as a part of such inducement make statements of consequences that will follow if the desired result is not achieved. Yet if the laymen wishes to keep within the law, high judicial authorities refuse to give him any guidance; he may be told that he must not be guilty of "oppressive misconduct" which is not of much assistance. As a practical result the test whether he has committed a wrong or, if he acts in combination, a

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"crime, appears to turn upon the approval or disapproval of his conduct by the particular judicial tribunal which happens to try the case."

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First Divisional Court

Attorney General For Ontario

v

Canadian Wholesale Grocers Association

Copy of Reasons for judgment of Ferguson, J.A., delivered 19th April, 1923.

I have had the opportunity of reading, and considering the opinions of my Lord the Chief Justice, and my brother Hodgins. At an early stage of the argument it was frankly stated on one side, and amitted by the other, that if the acts complained of by the Attorney General were illegal within the meaning of Section 498 of the Criminal Code, the remedy provided by the Code was adequate; that this action was brought and maintained to determine a dispute between the parties as to whether what the defendants did, or proposed to do, was within the mischief aimed at by Section 498 of

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brother Hodgins. In the circumstances I do not deem it necessary, or advisable to express any opinion as to the right of the Attorney General to maintain an action where public injury is alleged and damage proved, or where relief other than, and in addition to that provided by the Code is really sought, or on the constitutional validity of Section 498. I think the appeal may, and should be dismissed; because:

1. The Court should not declare the law and the rights of the parties except in so far as such a declaration is necessarily incident to relief asked and granted.

2. An injunction should not be granted where the plaintiff has an adequate remedy at law.

3. No actual damage is proved.

Magee, J. A. :- I agree in the result.

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the Criminal Code rather than to obtain relief, or a remedy other than that provided by the Code. Damage was alleged, but no attempt was made to prove it. On this admission I expressed the opinion that the declaration asked for should not be made, and that the time and place to determine whether, or not, the defendants had committed a breach of the Criminal Code was in a proceeding instituted under the Criminal Code rather than in a civil proceeding brought and prosecuted with the avowed desire of getting the Court to interpret, and explain the meaning of the provisions of the Code for the purpose of establishing a precedent to guide the defendants and the Attorney General in their future conduct.

The views I then expressed have not been changed on the long and learned argument we have heard. On the contrary they have been strengthened and confirmed thereby and by the reasons of my Lord the Chief Justice and my

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1. The Court should not declare the law and the rights of the parties except in so far as such a declaration is necessarily incident to relief asked and granted.

2. An injunction should not be granted where the plaintiff has an adequate remedy at law.

3. No actual damage is proved.

Magee, J. A. :- I agree in the result.

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Re Bill 54

Submitted by Ford Motor Company of Canada, Limited.

The Price Record of the Canadian made Ford Car since August 1912 is as follows:-

August 1914	-	$590.
August 1915	-	530.
August 1916	-	495.
An actual decrease in price during the period of the War.		
February 1918	-	595.
August 1918	-	690.
January 1920	-	740.
September 1920	-	675.
June 1921	-	625.
September 1921	-	565.
January 1922	-	535.
September 1922	-	495.
October 1922	-	445.

A reduction of $295. from the high point of 1920 - which was the peak point of all prices.

The Ford Motor Company is an outstanding instance of Success of operation under the Fixed Resale Price principle.

On the other commodities which are not sold on a fixed resale price basis, the record is as follows: (using 1914 prices as 100 in all cases)

	1923	1914
Grains & Fodder	116%	100
Animals & Meats	116.7%	100
Dairy Products	187.4%	100
Fish	120.8%	100
Other Foods	145%	100
Miscellaneous Groceries	157.1%	100
Textiles	179.5%	100
Hides, Leather, Boots & Shoes	96.3%	100
Metals & Implements	178%	100
Fuel & Lighting	243.5%	100
Building Material	187.6%	100
House Furnishings	162.2%	100
All Commodities	165.7%	100
Ford Touring Car	61%	100

The Bill as at present drawn, will prevent the Ford Motor Company from fixing the resale price of its product.

BECAUSE:

(1) It states the Ford Motor Company would come under the definition of a "Combine" if it "Fixes a common price or a resale price which -

(a) Operates to the detriment of or against the interest of the public,
whether consumers,
producers,
or others.

Fixed resale prices for Ford products have operated to the detriment of the public of "others".

As to price

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BECAUSE:

We have dealers regularly appointed, who buy that Touring Car from us at a discount of 20%.

A curbstone broker can come along and tell the public that he will broker cars to them on a smaller spread.

This is quite possible. With nø responsibility to the Ford Motor Company or the public. With no business premises, other than an office, with no necessity for giving service and satisfaction to the customer, such a broker could actually sell a certain number of cars on a smaller spread. He would be concerned only with selling cars over a short period of time until his business practices had cast such discredit upon the Ford product and the Ford Motor Company that he would be unable to sell further cars or the maximum number of cars and then he would cease to do business. It would have been a successful venture for him over a short period of time but ruinous to the further business of the company.

The public would pay more in price for the car.

But a portion of the price of the car <u>now</u> is ability to obtain service.

The curbstone broker does not now exist.

But any individual could represent to the Registrar that he w wanted to operate on this basis.

We would then be one of the "others" mentioned in the Act to whom "a fixed resale price acts as a detriment."

What option would the Registrar have, on the complaint of this individual?

The Registrar would be forced to call the Ford Company "a combine".

For following the practice that has contributed largely to its success.

Being a "combine" it is a criminal under the Act.

Who does it "combine" with?

Certainly not with other manufacturers - because no one else makes Ford Cars in Canada.

(b) Then consider the phrase "or is likely to operate to the detriment of or against the interest of the public, whether consumers, producers, or others.

What does "likely" mean?

There is no one to define "likely" except an uncontrolled individual - the Registrar. The menace of the Act is his interpretation of the word "likely".

The Registrar is not given specific instructions, by the Act to review what is included in that price to determine if there are other factors which have an equal bearing with price and which must be considered with the dollars and cents price to determine whether it is a fair price.

But suppose that he did take these matters into consideration -

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He then becomes a Fair Price Board - a one man Fair Price Board with no appeal from his decision.

And such a Board has been proven impracticable even when there are numerous persons upon it.

The Act deals only with the point of view of the consumer, or others who are detrimentally affected or may be detrimentally affected by a fixed resale price on the part of the manufacturer.

The fixed resale price principle of the Ford Motor Company has been made a part of the merchandising scheme of that company in order to protect the majority interest of the general body of the public from exploitation at the hands of a minority.

Why do we say that the Manufacturer's interests should be taken into consideration.

BECAUSE:

(1) The Ford Company enter into contracts with their dealers to maintain a fixed resale price set by the Ford Motor Company.

These dealers take cars on schedule, winter and summer, enabling Ford Company to produce cars on an even schedule. They carry them until the selling season.

The curbstone broker would buy only during the selling season.

The regular dealers would not stock cars in face of this competition.

Ford Company would therefore have to close during certain seasons of the year.

Result higher prices for cars when they are produced only during a portion of the year.

In addition to taking cars on schedule and storing them against the selling season, Ford dealers perform the following functions to earn their margin of 20% off list:-

Maintain adequate premises to represent us.

Maintain demonstration models.

Maintain salesmen to increase the sale of Ford cars beyond the circle of the dealers friends or acquaintances.

Maintain machinery to effect repairs.

Maintain mechanics to effect those repairs.

Render, free, the labor necessary to carry out the Manufacturer's Warranty on defective parts.

Render guarantee labor within a period of 30 days after car has been purchased.

Advertise.

None of these considerations would be given by the curbstone broker or any other individual who might complain to the Registrar that he was detrimentally affected.

Result - no permanency to the Ford dealer organization - making it necessary to keep continually getting new dealers - which means less efficiency in selling and higher costs.

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Or to depend entirely upon brokers to market our product. None of these brokers could give us the necessary grade of representation without taking the full spread of 20% from list and performing the functions mentioned above which are required of all Ford dealers.

These brokers would charge the price of opportunity - high prices when cars were scarce - low prices when there were plenty of cars.

Or the Ford Motor Company would have to sell its cars by mail.

Result - no local dealer organization - and, therefore, no service organization or the other considerations given by a local dealer organization such as salesmen, advertising, etc. This would result in lowered prestige of Ford Cars, therefore, less sales, therefore, higher cost per car, for a car no more efficient, perhaps less so.

(2) Even if a curbstone broker did not enter in, if Resale Prices were not fixed, Ford dealers would charge the price of opportunity - high prices at the time of lack of cars.

(3) If the Ford Motor Company could not safely fix resale prices and dealers did charge the price of opportunity, the Ford Company would be deprived of one of its proprietary rights which is the ability to capitalize the fact that its prices are lower than those of other makes - a statement it could, then never make with confidence.

(4) One of the reasons for the success of the Ford Motor Company has been that everyone pays the same price as everybody else for a Ford Car. This principle has been successful and, therefore, has resulted in low prices. It has, therefore, become a proprietary right of the Ford Motor Company.

The Ford Company would be hurt by the converse case of a dealer not charging the spread allowed by the Ford Motor Company.

BECAUSE:

(1) There would be the same lack of confidence by the public when one pays more or less than another for the identical article.

(2) This spread is adjusted by the Ford Motor Company on a reasonable basis. To give the dealer -

His original cost of the car
Carrying charges
Cost of doing business
Ability to maintain respectable premises
Ability to carry repair parts
Ability to give service
Advertise the product of the Ford Motor Co.
Cost of maintaining a sales staff,

all of which have the ultimate object in view of selling more Ford Cars and, therefore, decreased list prices for Ford Cars.

If a dealer cuts the price he does so only because he fails to give some, or all, of the requisites of representation mentioned above. To the extent of this failure he injures the ultimate business of the Ford Motor Company.

The Ford Motor Company also fixes the resale price of parts and repair labor on cars.

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An individual could complain that he knew a service garage, other than a Ford dealer, that would overhaul a motor at $20.00 whereas the price fixed by the Ford Motor Company is $25.00.

The Act does not say to him "Go to the other garage and get a job done that is not approved by the Ford Motor Company and in which probably inferior labor and inferior or spurious parts are used". The Act states that the fixed resale price for this service is likely to be a detriment to the Ford dealer who might want to charge the lower price of his competitor - the other service garage. To do so he would necessarily be forced to cheapen the quality of the parts going into the jobs or employ inferior and lower priced labor. In which event the interests of the Ford Motor Co. and the Ford Car operating public are injured.

This garageman could say "the fixed price of Ford parts is a detriment to me. I am one of "the others" because if it were not for the knowledge of the public of the price of Ford parts I could put in inferior ones, which cost me less and for which I can obtain from the customer the same price as for genuine parts, because the customer will never know the difference.

Or a garageman could say the fixed labor charges of the Ford Motor Company are a detriment to me - because I could charge more.

Or, the converse case, "the fixed labor charge of the Ford Motor Company are a detriment to me because I would work for less. It is true the customer would not get the job that he should because I do not want to put in genuine parts.

The Ford Motor Company would be the eventual sufferer in the loss of confidence and further patronage of its product by the customer.

The fixing of the resale price of its product is therefore, essential to the Ford Motor Company. It is a portion of its structure - more important than its buildings and its stocks of materials for these can be replaced but its marketing scheme could not.

Although it is incorporeal, the right to fix prices is part of the property of the Ford Motor Company, and to say to the Ford Motor Co. "Use that principle at the risk of being calleda a criminal" is nothing short of confiscation of a property and civil right.

The Government is zealous to protect by law a trademark or copyright, to protect a mere trademark or trade name that has become identified with a Company. And yet by law, it would take away a merchandising principle which has become as asset to a firm as important, if not more so, than its right to the use of a trademark.

The Bill says"Fix prices so long as it is not a detriment to the consumer, etc."

We maintain that there cannot be such a thing as a fixed resale price unless some individual or class is inevitably detrimentally affected but that it is in the interest of the majority that they should be. There would be no necessity for fixing a resale ~~possible~~ price if it were not ot protect a majority interest from the possible depredations of a minority.

If our fixed price is too high competition will force us out of business.

If it is too low we will go into bankruptcy.

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That should be prevented is for any body of manufacturers to combine to set a price for all of the manuacturers of that same kind of an article.

Then the "Combination precedes the fixed resale price.

But what this Act says is that "The fixing of the price is a "combine" even when one manufacturer alone does it.

In other words a result is taken, under all circumstances as proving that the cause ~~is~~ is a "combine".

To our mind a conclusion that, because a certain result is obtained, inevitalbly fixes the cause for that result, is fallacious as a matter of logic.

For instance, every time one obtains the result 4 - does not prove the cause is 2 and 2. It may prove the cause is 3 and 1.

Or

A wife is proven guilty of poisoning her husband by means of arsenic, the traces of which are found in his stomach. This does not prove that all married men found dead with traces of arsenic in their stomachs have been poisoned by their wives.

Nor does it mean if married women were prohibited from purchasing arsenic that would eliminate the poisoning of husbands.

In other words, you cannot work back from a result to say that, because that result did or might spring from a certain cause in one case, that in all cases the cause is the same.

In the same way, fixed prices are not proof that a combine exists.

But if a "combine" is actually proven to exist then fixed prices which are detrimental to the public should be legislated against, and there is already legislation to do this.

2: The Ford Motor Company method of doing business further offends against the Act -

BECAUSE:

It "limits" facilities for supplying, storing or dealing (in Ford Cars) to the detriment of the public" and, therefore becomes a "combine".

BECAUSE:

It will not permit anyone but a Ford dealer to buy cars at a discount.

When it restricts the dealing in cars to anyone but a dealer it "operates to the detriment of some individualof the public", who may say he may wish to deal in Ford Cars or parts.

That individual could make complaint.

Under the Act, as drawn, the Registrar would be bound to find the practice detrimental to that individual.

Although it is vital to the success of the Ford Motor Co.

Another instance where the interest of the Company and, there-

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fore, the great body of the public is disregarded in the interest of an individual who wishes to do business in a way detrimental to the interests of the ForedMotor Company.

3. The Ford Motor Company also

"Enhance the price or cost of an article"
"to the detriment of the public"
by
"an actual contract, agreement.

Because it sells only through dealers, appointed by contract in which, it is stated, on penalty of the loss of the contract, that dealers, although they buy at a lower price, must sell at an increased price, which price is fixed.

Under the Act, as drawn, any individual can say that the price of the article is enhanced to him. And claim that he should be enabled to come to our factory or any one of our plants and purchase a car at the dealer's price.

Or we are a "combine"&
And, therefore, a criminal.

Overlooking entirely the fact that were we forced to sell to the public at the same price as to dealers ultimately we would have no dealers because they could obtainno profit. We then would have to distribute and sell cars at retail ourselves the sales cost of which would mean higher prices and overlooking the fact that we could not give service on those cars without dealers. This would mean dissatisfied customers and loss of business to an extent which would mean less sales and therefore increase the cost of our products.

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4. The Ford Motor Company "prevents or lessens competition withinany particular area; in the barter, sale or supply of Ford Cars".

BECAUSE:

It will not permit other than a Ford dealer to sell Ford cars or parts for the reason mentionedabe above.

It does all these things bym means of "an actual agreement", which is mentioned in the Act.

This agreement is entered into between the Company and its ~~dealers and~~ dealers and is absolutely rigid - Dealers cannot obtain cars or parts without one.

There can be no more complete case imagined of a company that does everything that that Act says may be construed as a crime.

PENALTIES

Section 23

"When it appears to the satisfaction of the Governor in Council, that with regard to any article of commerce there existsany combine to promote unduly the advantage of manufacturers or dealers at the expense of the public, and it appears to the Governor in Council that such disadvantage to the public is f cilitated by the duties of Custom imposed on the article or any like article the Governor in Council may direct either that such article be admitted into Canada free of duty or that the duty thereon be reduced to such amount or rate as will, in the opinion of the Governor in Council give the public the benefit or reasonable competition".

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In the first place this section states that where "there existss any combine". We assume that this must mean a combine which has been proven to exist under the Act. How can it be such a combin unless it "unduly" promotes the advantage of manufacturers?

The Government surely does not contend that there is such a thing as a good combine and a bad combine.

But for the purpose of adjustment of the tariff it states that this shall be done only in the case of a bad combine - that is one which "unduly" does certain things.

If this principle is recognized in this portion of the Act why not in all portions of the Act? Why not word section 2 of the A Act to state that a combine shall only be considered such when it "unduly" does certain things and that he all surrounding circumstanc es shall be taken into consideration in interpreting what "unduly" consists of.

Take the case of a low priced car which is a competitor of ours. It sells in the Unied States for a price lower than it does in Canada, which is a fact in the case of all makes of cars, due to the overhead and cost of production in the United States. This competitor sells inCanada and is investigated under the Act and is found to be a "Combine" and that it "unduly" promotes the advantage of the Manufacturer, of it, etc. The Governor in Council removes the duty on that car entering Canada and it enters at a price which is lower than we can produce and sell the Ford Car for in Canada.

We have been entirely blame free and yet our business is ruined.

Canadian labor on the Canadian made Ford Car is injured to favor American labor because another concern was adjudged a "combine " "unduly" doing what is prohibited.

It is possible to conceive that such a competitor might deliberately become a "combine" under the Act, for the purpose of having its United States and, therefore, cheaper production brought into Canada at a low price. It would pay them to do so because they could pay a fine more readily than establish a Canadian factory to build their car.

What is obviously in the mind of the framer of the Act is to have a combine made a crime when the effect of the combine is to limit t the dealing in or to enhance the price of any article, when such is sdnedone by several people to control the supply of that article w ho get together and say, as the result of getting together, that the price of that article shall be such and such - which price, so fixe dd is a detriment to the public.

(there is already criminal legislation to make this a crime).

<u>But</u> the Act does not state that.

It says that the fixed price or limiting the supply of an article creates the combine.

The Act, and not the intention of the framer, is all the Registrar could go upon.

Suppose we presume that the Registrar did exceed the strict letter of the Act (which he has no power to do) and supposing he does go into all the circumstances surrounding the fixing of a

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price to see if such is in the interest of the majority of the public although it detrimentally affects a minority of the public. In this case the Registrar would scrutinize the business methods of a Manufacturer, and their merchandising scheme and constitute himself a super critic of the Board of Directors of the Manufacturer If he approved of their principle of fixing prices the Act allows him no latitude. He must find that a minority of the public are detrimentally affected. If he disapproves of their business practices he constitutes himself a more efficient business man than their Board of Directors.

Such a Registrar will be a very difficult person to find. How would be an economic and business freak and could hardly be compensated by a Government salary.

Any such legislation is particularly unfortunate in Canada today when the country is trembling on the verge of an industrial revival which can be halted if manufacturers connot have confidence in the bona fides of the Government who should, of all, be the ones most interested in encouraging the expansion bu manufacturers and in bringing about, by this means, of a trade revival, to give employment and prosperity.

No new ventures or expansion can be undertaken by manufacturers when a threat of the description contained in this Act is held over them.

As a choice between an enactment of the Stature Books with a high theoretical value in economics, on the one hand, and, on the other hand the actual proven fact that, by the present methods of doing business Ford products are being obtained at the lowest prices in history and, that the fixed price principle has been mainly instrumental in their obtaining Ford products on a lower price basis than any other commodity, the public will be prone to say they prefer the actuality under the present method to the possibility under the other.

It is difficult to believe that it is the intention of the Government, by the mere wording of an Act of Parliament, to read a crime or criminal intent into the merchandising structure of the Ford Motor Company. With the history of the Ford Motor Company in the matter of prices a matter of public knowledge, the public could not be convinced of criminality of the part of the Ford Company. We strenuously object, therefore, to any enactment which may have the effect of putting us on the defensive before the public for protecting the public interest.

Working men will be prone to say they prefer actual employment under the present method of permitting business men to follow principles which have made a success of their business and have given employment and, as in the case of the Ford Company, plan to give employment to more - rather than have these businesses cease to give them employment because those businesses refuse to take the risk of being branded a "combine" and a criminal.

The farmer is, probably, more interested in those business practices which give him more mouths to feed.

If we may be permitted to say so the Act contains no benefit to any class except a class who may be called business pirates, such as curbstone brokers.

We respectfully submit that, on the contrary, to this legislation legislation should be introduced making it incumbent upon Manufacturers to fix a resale price for their products. The laws of business, and not legislation, will take care of those prices. If they are too high competition will put them out of business. If they are too low bankruptcy will intervene.

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BILL 54

The commencement of combine legislation in the Dominion dates back to 1888 when a Select Committee of the House was appointed to investigate and report upon alleged combinations in manufactures, trades and insurance in Canada. This Committee was appointed on February 29, 1888, with Mr. N. C. Wallace, M.P., as Chairman; it held twenty-six meetings, examined sixty-three witnesses and submittes its report on May 16, 1888, on the following subjects:

> Sugar and Groceries; Coal, Biscuits and Confectionery; Watch Cases; Barbed Wire; Binder Twine, Agricultural Implements; Stoves; Coffin Makers and Undertakers; Oatmeal Millers; Combinations of Egg Dealers; Barley; and Canadian Fire Underwriters' Association.

In the following Session as a result of the findings of the Clark Wallace Committee, a Bill was introduced for the prevention and suppression of combinations formed for the restraint of trade. Judging by the Debate in the House, the general opinion at that time was that those engaging in combines were punishable at law only if their actions were contrary to the Common law and if such actions constituted conspiracy. Mr. Mulock, now Sir William Mulock, speaking in Parliament on the subject on May 26, 1889, said:

> "We are told by the hon. the Minister of Justice that we are in no way intefereing with the common law, except by reducing the punishment and providing a different mode of punishment. To that extent I think the Bill is an improvement. A measure which is too severe defeats itself, and even if we were making no new law, the fact that we are by legislation emphasising the existence of the law may meet the case, and it may never be necessary to put the law in force ..... Even if a conviction should take place under this particular Act, the punishment would not operate very hardly on those unlawfully engaged, if, by a mere accident, they are engaged in unlawful combinations. I regard it as a most delicate matter to interfere with legitimate trade. What is a combination? Where is the line to be drawn between what is a/ lawful combination and what is an unlawful association? These are, I think, very delicate questions, and will be found to be shrouded in mystery whenever we have a case in the courts. Nevertheless I think that the passage of a measure such as this, even if it does but leave the law where it stood, and reduces the punishment, will have a beneficial effect. The judge has it in his discretion to say what the punishment shall be. It is not necessarily imprisonment, for I can conceive many cases in which a judge should hesitate to find guilty a person charged with the offence because of the severity of the punishment which he will be compelled to enforce. In this case if it should happen that a combination is technically illegal, but that there has been no mala fides on the part of the defendant, the judge can exercise that discretion with which he is clothed by the Act, and his sentence will be a nominal one. If, on the other hand, he is convinced there was an attempt on the part of the defendant to violate the Act, he will be sentenced proportionately to the offence. Therefore, to the extent of making the punishment discretionary, there is a better chance of enforcing the existing law than there would be of leaving the law as it stands at present. For these reasons, I am prepared to support the passage of this Bill, even if it is open to the objections which have been raised, and which I think have been well taken to a certain extent, namely, in regard to its not declaring what is the existing law. After we have had some cases decided under it, such as have been decided under the Bucket Shop Act, and have found out the weak points of the measure, we may be able to amend it."

The Act for the Prevention and Suppression of Combinations formed in Restraint of Trade, as assented to on May 2, 1899, read in full as follows:

52 Vic. Ch. 41.

Whereas it is expedient to declare the law relating to conspiracies and combinations formed in restraint of trade and to provide penalties for the violation of the same: Therefore Her Majesty, by and with the advice and consent of the House of Commons of Canada, declares and enacts as follows:-

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1. Every person who conspires, combines, agrees or arranges with any other person, or with any railway, steamship, steamboat or transportation company, unlawfully,-

(a) to unduly limit the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article or commodity which may be a subject of trade or commerce; or--

(b) to restrain or injure trade or commerce in relation to any such article or commodity; or--

(c) to unduly prevent, limit or lessen the manufacture or production of any such article or commodity, or to unreasonably enhance the price thereof; or--

(d) to unduly prevent, limit or lessen competition in the production manufacture, purchase, barter, sale, transportation or supply of any such article or commodity, or in the price of insurance upon person or property,--

Is guilty of a misdemeanor and liable, on conviction, to a penalty not exceeding four thousand dollars and not less than two hundred dollars, or to imprisonment for any term not exceeding two years; and if a corporation, is liable on conviction to a penalty not exceeding ten thousand dollars and not less than one thousand dollars.

2. In any prosecution under this Act the person accused shall be a competent witness on his own behalf.

3. Section 140 of "The Criminal Proceedure Act", is hereby amended by adding to the list of offences therein mentioned the offences provided against in this Act.

4. Where an indictment is found against any person for offences provided against in this Act, the defendant or person accused shall have the option to be tried before the judge presiding at any subsequent sitting of such court, or at any court where the indictment comes on for trial, without the intervention of a jury; and in the event of such option being exercised the proceedings subsequent thereto shall be regulated insofar as may be applicable by "The Speedy Trials Act".

5. An appeal shall lie from any conviction under this Act by the judge without the intervention of a jury to the highest court of appeal in criminal matters in the province where such conviction shall have been made, upon all issues of law and fact; and the evidence taken in the trial shall form part of the record in appeal and for that purpose the court before which the case is tried shall take note of the evidence and of all legal objections thereto.

6. The foregoing provisions of this Act shall be construed as if Section 22 of "The Trade Unions Act" had not been enacted.

It was amended in 1892 to read as follows: (Section 520, Criminal Code)

"Every one is guilty of an indictable offence and liable to a penalty not exceeding four thousand dollars, and not less than two hundred dollars, or to two years imprisonment, or, if a corporation, is liable to a penalty not exceeding ten thousand dollars, who conspires, combines, agrees, or arranges with any other person, or with any railway, steamboat, steamship, or transportation company--unlawfully

(a) to unduly limit the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article or commodity which may be a subject of trade or commerce; or

(b) to restrain or injure trade or commerce in relation to any such article or commodity; or

(c) to unduly prevent, limit or lessen the manufacture or production of any such article or commodity, or to unreasonably enhance the price thereof; or

(d) to unduly prevent or lessen competition in the production, manufacture, purchase, barter, sale, transportation or supply of any such article or commodity, or in the price of insurance upon person or property."

In 1899 the word "unduly" was struck out of (a), (c) and (d) and the word "unreasonably" struck out of (c), and in 1900 the word "unlawfully" was struck out, the word "unduly" inserted in (a), (c) and (d), the word "unreasonably" inserted in (c) and Section 2 added, which left the section reading as follows:

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"Every one is guilty of an indictable offence and liable to a penalty not exceeding four thousand dollars, and not less than two hundred dollars, or to two years' imprisonment, or, if a corporation, is liable to a penalty not exceeding ten thousand dollars, who conspires, combines, agrees, or arranges with any other person, or with any railway, steamship, steamboat, or transportation company--

(a) to unduly limit the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article or commodity which may be a subject of trade or commerce; or

(b) to restrain or injure trade or commerce in relation to any such article or commodity; or

(c) to unduly prevent, limit or lessen the manufacture or production of any such article or commodity, or to unreasonably enhance the price thereof; or

(d) to unduly prevent or lessen competition in the production, manufacture, purchase, barter, sale, transportation or supply of any such article or commodity, or in the price of insurance upon person or property.

2. Nothing in this section shall be construed to apply to combinations of workmen or employees for their own reasonable protection as such workmen or employees."

in which shape it has since formed part of the Criminal Code, now Section 498.

The sponsors and supporters of Bill 54 claim that the legislation is necessary, in that the Criminal Code in this connection has not answered the purposes for which it was intended. It is well, therefore, to examine the prosecutions which have taken place under this section of the Criminal Code and the occasions on which the combine provisions have had a bearing upon civil suits.

First among such cases may be mentioned:

Hately vs. Elliott, 9 O.L.R. 185. (1903)

Defendant was a member of "The Brantford Coal Importers' Association," formed in July, 1899, of which the plaintiff (who was not a member) was appointed Secretary Treasurer.

The Association at its meetings fixed the minimum price of coal among its members for the city and of selling contracts for the supply of coal to the public institutions by auction amongst its members. At an association auction the defendant purchased for the sum of $212 the right to tender at a specified figure for the coal supply for the city schools, such $212 by the rules of the Association to be divided amongst the various members of the Association. Between the time of the auction and the time of the contract being awarded to the defendant coal had increased in price to the extent of 10¢ per ton and the defendant made the claim to the Association that the $212 which he had paid for the contract should therefore be decreased to the extent of $20, that is 10¢ per ton on 200 tons. The Association refused to consider his request and the defendant having stopped payment on cheque which he had given for $212, the plaintiff in his capacity as Secretary Treasurer of the Association sued for the recovery of the amount.

The judgment of the Judge at the original trial in the County Court of Brant was that the Association did not unduly lessen competition to the extent to bring its members within the provisions of the then Section 520 of the Criminal Code.

Appeal was argued on October 8th, 1903, before Meredith, C.J., C.P., and MacMahon and Teetzel, JJ. The judgment as delivered by the Appeal Court stated:

"If three importers of coal in a town enter into an agreement to fix from time to time, as between themselves, the price at which they will sell coal to dealers supplying the consumers, who must agree not to sell to consumers at a less price than that fixed by such importers, it could hardly be said that competition in coal had been "unduly prevented" if there were five other importers in the town who sold to dealers without imposing any restrictions as to the price at which they should sell to consumers.

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It appears, however, that all the importers of coal in Brantford were members of the association, and all became bound not to sell below the prices fixed by the association, and any member selling at less than the fixed price became liable to the association in the sum of one dollar for every ton of coal so sold. That without more is sufficient to shew that the combination was of a character which must "unduly" prevent competition in the sale of coal. But in addition to what appears in the by-laws there was evidence as to the method adopted of dealing with tenders for supplies of coal to municipal bodies, by fixing the minimum price and putting up the contracts for sale by auction amongst the members of the association, the unsuccessful bidders not being permitted to tender at as low a figure as the purchaser of the contract, and this is a striking illustration of the manner in which the association absolutely prevented competition in selling coal to municipal bodies.

The finding of the county court Judge should, therefore, be reversed, and the finding should be that there was an agreement by the members of the association to "unduly lessen competition in the sale of coal".

The plaintiff was serving as the agent of the partners forming the association, and as the evidence given by him at the trial shewed that the association was an illegal one within sec. 520 of the Criminal Code, he cannot recover."

Arising out of the Civil suit of Hately vs. Elliott was the case of The King vs. Elliott, 9 O.L.R. 648. (1904)

Defendant, in addition to being connected with the Brantford Coal Importers Association just referred to was President and took an active part in the conduct of the Ontario Coal Association, by-laws of which provided for the publication of a list of members in good standing and likewise the publication of a "look-out" list addressed "to our wholesale friends" containing names of dealers not belonging to the Association. There was evidence that coal dealers and shippers in Buffalo had refused to sell coal wholesale to persons in Ontario because they were not members of the Association and that dealers in Ontario could not become members of the Association, as of right, if association members claimed the state of the coal business would not admit of additional competition.

Summing up, Judge Meredith pointed out:

"It is not necessary to consider whether the mere combining of businesses, resulting in a prevention or lessening of competition, without any intimidation of anyone, or direct restraint upon output or import, would be in violation of the statute. Each case must depend upon the purposes and the nature and the intended effect of the particular conspiracy, combination, agreement or arrangement entered into. In this case there was intimidation of a character likely to be quite as effectual as, if not more so than, even a threat of physical force and there was a direct and potent restraint upon the import of this necessary commodity--which is to be had only by importation--at a very critical period.

The accused has elected trial without a jury, a right given in the original enactment and still preserved and I am, therefore, required to exercise the duties of both Judge and Jury subject to appeal; and I find as a fact that the accused did conspire with others unduly to lessen competition in the purchase and sale of anthracite coal, a commodity which may be and was and is a subject of trade. I therefore record a verdict of Guilty.

The case is a test one which may well go to the highest of our Courts of Appeal to settle the law in regard to the enactment which is said as yet to have had no judicial interpretation. The accused acted without any actual knowledge that he was doing wrong and indeed upon legal advice that he was not. In these circumstances I was minded to impose the minimum punishment, but the accused prefers and desires to be liberated upon suspended sentence; the Crown consents, and there is no valid objection to that course.

The accused will be bound over in $4,000, the amount of the maximum fine, to appear, when called upon, to be sentenced as provided for by Section 971 of the Criminal Code."

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The appeal was argued on November 22, 1904, before the full Court, composed of Moss, C.J.P., Osler, Maclennan, Garrow and Maclaren JJ.A.

The Court was unanimous in dismissing the appeal.

Other cases which may be mentioned are:

Rex vs. Master Plumbers and Steam Fitters Co-operative Association. 14 O.L.R. 295. (1905) (Supreme Court of Ontario).

The Charge:
Conspiracy to restrain trade.

The facts as found by the Court:
The association was formed for the object of agreeing with the supply houses that the latter should give special prices to the members of the association and not less than 25% higher prices to all others.

The judgment;
The defendants did prevent and lessen competition in the production and in the barter and in the sale, etc., of the commodities in which they dealt.

Note:- On appeal being carried to the Court of Appeal, the above judgment was upheld.

.....

Wampole & Company vs. F. E. Karn Co., Ltd. 11 O.L.R. 619. (1906)

The facts as found by the Court:
The plaintiff, manufacturing chemists and sole owners of certain proprietary medicines, brought this action for damages and for an injunction to restrain the breach of two contracts entered into between themselves and the defendants, in one of which the defendants covenanted not to sell wholesale any of the plaintiff's preparations below the price therein mentioned, and in the other not to sell the same to any retailer except at the prices therein mentioned, and then only when such retailer had signed an agreement with the plaintiffs. The agreement was in the form adopted by the committees representing a large part of the wholesale and retail trade and the evidence shewed that the commodities in question could not be purchased by the defendants or anyone else unless and until they had signed the agreements in question.

The judgment:
Held: That the agreements were a breach of secs. 516 and 520 of the Criminal Code, inasmuch as they unduly prevented, and in fact entirely destroyed competition in the articles referred to, and affected the entire trade in such articles.

.....

Rex vs. Gage. 13 Can. C.C. 415. (1907)
(Court of King's Bench (Manitoba))

The charge:
Conspiracy to restrain or injure trade.

The facts as found by the Court:
The members of a grain-buyers' association agreed, in buying from producers, to pay not more nor less than 1¢ per bushel below the export market price.

The judgment:
Such a trade agreement does not constitute an undue restraint of trade, if it appears that the profit thereby secured is not an unreasonable one.

Note:- The above judgment was upheld by the Manitoba Court of Appeal.

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Rex vs. Clarke, 14 Can. C.C.57-63. (1907)
(The Lumber Combine Case) (Supreme Court of Alberta)

The Charge:
Conspiracy to unduly lessen competition in supply.

The facts:
About 90% of the lumber dealers in Alberta formed an association one of whose avowed objects was the fixing of common prices which all members bound themselves to maintain.

The judgment:
Held: Defendants guilty of unduly restricting competition.

.....

Weidman vs. Schragg. 2 D.L.R. 734, - 46 S.C.R. (1912)

The facts:
The agreement in question is one between two dealers in junk aimed to destroy all competition in the territory in which they were operating and to lower prices ~~by~~ paid by them for the stuff and indirectly to raise prices paid to them by their customers, the profits resulting to be divided between them.

The judgment:
Such an agreement is void and unenforceable under the Criminal Code of 1906, Sec. 498, declaring everyone to be guilty of an indictable offence who conspires, combines, agrees, or arranges with any other person to unduly prevent or lessen competition in the production, manufacture, purchase, barter, sale, transportation, or supply of any article or commodity which may be a subject of trade or commerce.

.....

Dominion Supply Co. vs. T. L. Robertson Manufacturing Co. Limited, 38 O.L.R., 495 - 34 D.L.R. 740. (1917)

The facts:
The contract in question was one for the sale by the defendant company to the plaintiff of a quantity of nails subject to a provision that the plaintiff would sell the nails to his customers at a price the same as the "Association Price"; the association being "The Canadian Wire Products Association", consisting of 15 firms or companies of which the Defendant Company was one.

The judgment:
Held: That having regard to the scope of the association - it included all Canada - the fixing of the prices of the manufacturers, the wholesalers and the jobbers, to retailers, precluded competition in the trade of the entire product of manufacturers of this industry in Canada; and it therefore unduly restrained and injured Trade and Commerce in relation to such articles, contrary to clause (b) of sec. 498 of the Criminal Code, and unduly prevented or lessened competition in the purchase, barter, and sale of the same, contrary to clause (d)

.....

Stearns vs. Avery, 33 O.L.R., p. 251. 80 W.N.70. (1915)

An injunction to restrain the defendant from selling goods of the plaintiff's manufacture except at prices mentioned in an agreement between them, was refused, where the stipulations imposed by the vendor - plaintiff were such as unreasonably to enhance the price to the purchasing public; the element of crime came in and affected the freedom of contract.
In other words, the agreement was in violation of Section 520 (present 498) of the Code.
Wampole case followed.

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Rex vs. Beckett et al. 20 O.L.R. 401. (1907)

The charge:
Conspiracy to restrain or injure trade and commerce by conspiring, combining, agreeing and arranging one with the other and others of them, and with other persons, to restrain and injure trade and commerce in

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relation to sugar, tobacco, starch, and other articles and commodities, the subject of trade and commerce.

The facts as found by the Court:
1) The defendants have not, nor have any of them, intended to violate the law.
2) Nor have they, nor have any of them, intended maliciously to injure any persons, firms or corporations, nor to compass any restraint of trade unconnected with their own business relations.
3) They have been actuated by a bona fide desire to protect their own interests and those of the wholesale grocery trade in general.
4) As far as intention and good faith or the want of it are elements in the offence with which they are charged, the evidence is entirely in their favour.

The judgment:
Held: That upon the evidence, and the authorities reviewed in the judgment, the defendants were not guilty of a breach of the law.

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MacEwan vs. Toronto General Trusts Co. 28 Can. C.C.387. (1917)
(Supreme Court of Canada)

The facts as found by the Court:
The owner of a salt works and plant agreed, for a reasonable consideration, to give the sole and exclusive control of those works, for a limited period, to another person, retaining only the right to manufacture for the local trade and sell to that trade at prices to be fixed by the purchaser of the control of the salt works.

The judgment:
Though the purpose of the agreement in question no doubt was to lessen competition and to limit the facilities for the production, supply etc. of a commodity, the subject of trade, the agreement is not ex facie illegal under Section 498.

.....

Gibbins vs. Metcalfe. 15 Man. L.R. 560. (1905)
(Kings Bench - and Court of Appeal.)

The facts as found by the Court:
The defendant agreed with other members of the "Winnipeg Grain and Produce Exchange" neither to sell to nor to buy grain from the plaintiff who was using his position as a member of the exchange to assist other dealers, not members, to carry on dealings in grain with members in violation of the rules.

The judgment:
The defendants combination was not calculated to restrain trade unduly. The members of the Exchange must be expected to deal for profit and the commission provided for, and which it was the main object of the rules to secure, does not seem to have been in any way unreasonable.

.....

Stewart vs. Thorpe. 28 Can. C.C. 218. (1917)
(Supreme Court of Alberta)

The facts as found by the Court:
Two coal companies entered into an agreement to buy out a competitor.

The judgment:
Section 498(d) is clearly intended to apply to agreements or arrangements among persons who remain in the business as to the method or plan by which they will carry it on and as to regulations and rules among themselves so as to lessen competition in the sale, etc. of any article of commerce and not to an arrangement to buy, out and out, the property of a competitor.

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The King vs. McMichael. 18 Can. C.C. 185. (1907)

The charge:
Violation of Sec. 498(a), (b), and (c) and (d).

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The facts as found by the Court:
The agreement was entered into between an association of plumbers and an association of jobbers of plumbers supplies whereby the members of each association bound themselves to deal exclusively with the members of the other.

The judgment: (Mulock - C.J. Exch. Div.)
The agreement was one to unduly limit the facilities for dealing in articles of commerce.

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Rex vs. Day. 17 Can. C.C. 403. (1905)
(County Court of Lincoln. Court of Appeal.)

The charge:
Conspiracy to prevent a workman from carrying on his business as a painter.

The facts as found by the Court:
A trades union refused to admit to its ranks a certain applicant for membership--and so notified the applicant's employer, as a result of which the applicant was dismissed from his employment.

The judgment:
The charge fails, for want of evidence that there was any agreement between the defendants to reject the application for the purpose of depriving the applicant of employment.

.....

These citations show conclusively that not only has the Criminal Code been utilized for the prosecution of combines, but that where the combines were improper the prosecutions have been successful and convictions have been secured where justification existed for such convictions.

In these circumstances is it the part of wisdom to scrap Section 498 of the Criminal Code and introduce an entirely new act which purports to cover the same ground? The first result of such a course would be to lose at one stroke practically the whole advantage of the line of legal decisions interpreting Section 520 of the Code as passed in 1892 and the present Section 498 which succeeded it. A new beginning, in the way of interpretation, would have to be made and, until a number of decisions had been made under the new Act, business men would be very much in the dark as to how various types of combination were likely to be regarded.

Another distinct advantage of remaining content with Section 498 of the Criminal Code is that after being on the Statute book in substantially its present form since 1889, it has never been attacked as unconstitutional. The proposed Bill on the other hand being in many respects so similar to the Combines and Fair Prices Act of 1919, would be almost certain to invite attack on the score that it, like the Combines and Fair Prices Act, is ultra vires the Parliament of Canada. From the point of view, therefore, of avoiding this danger, the safest course is to leave the act of forming combines where it is at present, namely, in the category of crime, legislation concerning which undoubtedly falls within the legislative competence of the Dominion Parliament. If this course is not followed but the proposed legislation is passed, it is altogether likely to have the same history as its predecessor of 1919--namely, a few abortive inquiries followed by a long trail of litigation ending in the Privy Council.

Further, unless the Parliament of Canada, not to speak of the Common Law of England, has all these years been mistaken in regarding the act of forming combines which unduly enhance prices or unduly limit supply as in the category of crime, then I submit that no sufficient reason has been shown for adopting, in the case of this particular kind of crime, a different principle from that recognized in the case of crime in general. In other words, in the case of every other kind of crime, proceedings are started by some private individual laying an information, and the case being fought out in the ordinary Criminal Courts beginning with the Police Magistrate's Court. This method of procedure which of course comes to us from England, has been evolved as the result of hundreds of years of experience and I submit that it would require the very strongest reasons to show that in the

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the case of this particular kind of offence, the long established practice should be departed from and a new-fangled method instituted in its place.

Attitude toward trade combination in England.

(a) Legislative and judicial.

The grounds upon which trade combinations have been declared by the English courts to be illegal may be summarized as follows:

1. That the agreement or combination is unreasonable; or
2. That the combination is not justified from the point of view of the legitimate protection of the common interests of the parties to it; or
3. That the combination is calculated to injure the general public by bringing about an unreasonable increase of price--without any compensating improvement in quality or service.

In England, it is safe to say that the legislator has always recognized that it is impossible, by any hard and fast legislation, to draw the line between legitimate and illegitimate trade combinations; and the courts in dealing with cases of this kind have always recognized that each case must be taken on its own merits and all the particular circumstances must be taken into account. Thus in what is known as the North Western Salt Company case tried in 1914, the Privy Council held that while unquestionably, the combination in question was one the purpose of which was to regulate supply and keep up prices, it by no means followed that it was an evil from the public point of view which is the proper test. The court pointed out that ill-regulated supply and unremunerative prices, in point of fact, may be disadvantageous to the public by driving manufacturing out of business or lowering wages and so causing unemployment and labor disturbances.

(b) Economic.

The legislative and judicial view just described is fully confirmed by the view of the economists. Thus in an addendum to the 1919 report of the Committee on Trusts, four well-known economic writers say:-

> "We do not suggest that any action should be taken to prevent or obstruct combination or association in capitalist enterprise. Apart from the experience that no such interference can be made effective, we have to recognize that associations and combinations in production and distribution are steps in the greater efficiency, the increased economy, and the better organization of industry. We regard this evolution as both inevitable and desirable."

.....

Attitude towards trade combination in the United States.

The American attitude towards trade combinations has been exactly the opposite of the English. Beginning in 1890 with the Sherman Act, Congress has attempted by statute to draw the line between legitimate and illegitimate trade combinations. Thus the Sherman Act definitely declared certain types of combine to be illegal, leaving the court little or no discretion to take the particular circumstances into consideration.

This legislation is now generally agreed to have been absolutely ineffective. While no doubt it lead to a certain number of mergers and consolidations being broken up, it undoubtedly had the effect of driving an infinitely larger number underground where their operations would inevitably tend to be much more prejudicial to the public than if they had never been disturbed. On the other hand the large amount of litigation to which the Sherman Act gave rise not only involved great expense and loss of time but had the most disturbing effect upon business of all kinds.

As a result of the 24 years experience of the operation of the Sherman Act, Congress in 1914 passed concurrently two Acts known as the Clayton Act and the Federal Trade Commission Act. The Clayton Act is much less rigid in its terms than the Sherman Act and in

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certain respects marks a movement in the direction of the English attitude to trade combinations. A certain discretion is definitely given to the Federal Trade Commission which was set up by the concurrent legislation, the Federal Trade Commission Act. Nevertheless the experience under these two Acts has been anything but satisfactory and there is abundant evidence that business has been greatly hampered and disturbed. A striking illustration of the unsatisfactory experience under these Acts has just come to hand in the Mennen case, in which a decision of the Federal Trade Commission, finding the Mennen Manufacturing Co. guilty of a violation of Sec. 2 of the Clayton Act, was completely reversed by a unanimous judgment of the U.S. Court of Appeals.

The facts in the Mennen case were simply that the Mennen Company, manufacturers of toilet articles, had adopted the ~~what~~ practice of classifying their customers into two classes, namely, wholesalers and retailers, and selling their goods to the wholesalers at a substantially lower rate than to retailers. Co-operative associations and buying exchanges were classed by the Mennen company as retailers on the ground that while they bought in wholesale quantities, they sold direct to the consumer and therefore were retailers.

This action of the Mennen company was held by the Federal Trade Commission to be a violation of Section 2 of the Clayton Act which declares it to be unlawful "for any person engaged in commerce either directly or indirectly, to discriminate in price between different purchasers of commodities .... where the effect of such discrimination may be to substantially lessen competition or tend to create a monopoly in any line of commerce: provided discrimination in price between purchasers of commodities on account of differences of the grade, quantity or quality of the commodities sold." The classification of the Mennen company was declared to have been made "on account of other considerations than the grade, quality or quantity of the commodity sold."

In unanimously reversing this decision, the Court of Appeals declared that the Mennen company had a perfect right to classify its customers in two groups on the basis, not of the way in which they bought but of the manner in which they sold. In other words, the Mennen Company had the right to distinguish between those customers (i.e. wholesalers) who rendered special service in the marketing and distribution of their product, and customers who, though they bought in wholesale quantities, performed no such service, i.e. retailers.

The history of the Mennen case is, I submit, very much to the point in connection with the introduction of Bill 54. The Federal Trade Commission's proceeding against the Mennen company was begun about 2½ years ago as a test case, and the result of the prolonged litigation is that the operations of the company proceeded against are declared to be entirely proper. Not only so but there is every rpobability, according to many competent observers, that "the props will be knocked from under several score of the Federal Trade Commissions proceedings against various businesses". In other words it is not too much to say that ~~ever~~ the greater elasticity and the wider discretion vouchsafed by the creation of the Clayton and Federal Trade Commission Acts have not saved ~~them~~ from being, on the whole, extremely hampering and disturbing to business and entirely without any compensating advantages.

The moral of all this, it is submitted, is that the highly-intricate questions that arise in connection with present day trade combinations do not lend themselves to regulation by legislation of this kind. This was the considered opinion of the Commission on Trusts in England which investigated this whole question in 1919 and this, it is submitted, is the sound view for the House of Commons to take in connection with Bill 54, especially as in Canada the Criminal Code safeguards the public against any possible attempt at exploitation.

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54.

Second Session, Fourteenth Parliament, 13-14 George V, 1923

THE HOUSE OF COMMONS OF CANADA

BILL 54.

An Act to provide for the investigation of Combines, Monopolies, Trusts and Mergers.

First reading, March 9, 1923.

The PRIME MINISTER.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
55010
1923

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2nd Session, 14th Parliament, 13-14 George V, 1923

THE HOUSE OF COMMONS OF CANADA.

BILL 54.

An Act to provide for the investigation of Combines, Monopolies, Trusts and Mergers.

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

Short title.

1. This Act may be cited as *The Combines Investigation Act, 1923*.

INTERPRETATION.

Definitions. "Combine."

2. In this Act, unless the context otherwise requires,—

(a) The expression "Combine" in this Act shall be deemed to have reference to such combines immediately hereinafter defined as in the opinion of the Registrar or any Commissioner have operated or are likely to operate to the detriment of or against the interest of the public, whether consumers, producers or others; and limited as aforesaid, the expression as used in this Act shall be deemed to include (1) Mergers, Trusts and Monopolies so called, and (2) the relation resulting from the purchase, lease, or other acquisition by any person of any control over or interest in the whole or part of the business of any other person, and (3) any actual or tacit contract, agreement, arrangement, or combination which has or is designed to have the effect of (i) limiting facilities for transporting, producing, manufacturing, supplying, storing or dealing; or (ii) preventing, limiting or lessening manufacture or production; or (iii) fixing a common price or a resale price, or a common rental, or a common cost of storage or transportation; or (iv) enhancing the price, rental or cost of article, rental storage or transportation; or (v) preventing or lessening competition in, or substantially controlling within any particular area or district or generally, production,

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manufacture, purchase, barter, sale, storage, transportation, insurance or supply; or (vi) otherwise restraining or injuring trade or commerce.

"Commissioner." (*b*) "Commissioner" means a commissioner appointed by the Governor in Council as hereinafter provided.

"Corporation." (*c*) "Corporation" includes company.

"Minister." (*d*) "Minister" means the Minister charged for the time being by order of the Governor in Council with the administration of this Act.

"Registrar." (*e*) "Registrar" means the registrar appointed by the Governor in Council as hereinafter provided.

Administration and Jurisdiction.

Administration. **3.** The Governor in Council may by order in council name a Minister of the Crown to be charged with the general administration of this Act, and the Minister so named shall be so charged accordingly.

Registrar. **4.** (1) The Governor in Council shall appoint a Registrar to be known as the "Registrar of the Combines Investigation Act."

(2) The office of Registrar may be held either separately or in conjunction with any other office in the public service, and in the latter case the Registrar may, if the Governor in Council thinks fit, be appointed not by name but by reference to such other office, whereupon the person who, for the time being, holds such office or performs its duties shall by virtue thereof be the Registrar.

Duties of Registrar. (3) It shall be the duty of the Registrar (*a*) to receive and register, and subject to the provisions of this Act, to deal with applications for investigation of alleged combines; (*b*) to bring at once to the Minister's attention every such application; (*c*) to conduct such correspondence with the applicant and all other persons as may be necessary; (*d*) to call for such returns and to make such inquiries as the Registrar may consider to be necessary in order that he may thoroughly examine into the matter brought to his attention by any application for an investigation; (*e*) to make reports from time to time to the Minister; (*f*) to conduct such correspondence with Commissioners as may be necessary, and to receive and file all reports and recommendations of Commissioners; (*g*) to keep a register in which shall be entered the particulars of all applications, inquiries, reports and recommendations, and safely to keep all applications, records of inquiries, correspondence, returns, reports, recommendations, evidence and documents relating to applications and proceedings con-

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ducted by the Registrar or any Commissioner, and when so required transmit all or any of such to the Minister; (*h*) to supply to any parties on request information as to this Act or any regulations thereunder; (*i*) generally to do all such things and take all such proceedings as may be required in the performance of his duties under this Act or under any regulations made thereunder.

Complaint and Investigation.

Application for investigation of alleged combine.

5. Any person resident in Canada of the full age of twenty-one years who is of opinion that a combine exists, or is being formed, may apply in writing to the Registrar for an investigation of such alleged combine, and may place before the Registrar the evidence on which such opinion is based. The application shall be accompanied by a statement showing: (*a*) the name and address of the applicant, and at his election the name and address of any attorney, solicitor or counsel whom he may, for the purpose of receiving any communication to be made pursuant to this Act, have authorized to represent him; (*b*) the nature of the alleged combine and the names of the persons believed to be concerned therein and privy thereto; (*c*) the manner in which, and where possible the extent to which, the alleged combine is believed to operate or to be about to operate to the detriment of or against the interest of the public whether consumers, producers or others.

Registrar shall cause enquiry to be made.

6. Whenever such application shall be made to the Registrar, or whenever the Registrar shall have reason to believe that a combine exists or is being formed, or whenever so directed by the Minister, the Registrar shall cause an inquiry to be made into all such matters whether of fact or of law with respect to the said alleged combine as he shall consider necessary to enquire into with the view of determining whether a combine exists or is being formed which operates or is likely to operate to the detriment of or against the interest of the public, whether consumers, producers or others.

Registrar to report to Minister on inquiry; Minister to decide whether further enquiry shall be made.

7. If, after such inquiry as he deems the circumstances warrant, the Registrar is of the opinion that the application is frivolous or vexatious, or does not justify further inquiry, he shall make a report in writing to the Minister setting out the application, the statement or statements, the inquiry made and the information obtained, and his conclusions. The Minister shall thereupon decide whether further inquiry shall or shall not be made, and shall give instructions accordingly. In case the Minister decides that further inquiry shall not be made, he shall notify the applicant of his decision, giving the grounds thereof. The

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decision of the Minister shall be final and conclusive, and shall not be subject to appeal or review.

Registrar may require written returns; and full disclosure of agreements.

8. The Registrar may at any time as part of such inquiry by notice in writing, require any person, and in the case of a corporation any officer of such corporation, to make and render unto the Registrar, within a time stated in such notice, or from time to time, a written return under oath or affirmation showing in detail such information with respect to the business of the person named in the notice as is therein specified, and such person or officer shall make and render unto the Registrar, precisely as required a written return under oath or affirmation showing in detail the information required; and without restricting the generality of the foregoing, the Registrar may require a full disclosure of all contracts or agreements which the person, named in the notice, may have at any time entered into with any other person, touching or concerning the business of the said person so named in the notice.

Power of Registrar to investigate and to enter and examine premises, books, etc.

9. If, after the receipt by the Registrar of any return made in purported compliance with this Act, the Registrar or the Minister shall consider that circumstances so justify, or if after a return under this Act has been required, none is made, or none is made within a time set in the notice requiring such return, or within such further time as the Registrar or the Minister may upon special application allow, the Registrar shall have power (*a*) to investigate the business, and (*b*) to enter and examine the premises, books, papers and records of and in the possession of the person making or failing to make such return.

Governor in Council may appoint Commissioners to hold investigations.

10. The Governor in Council may from time to time appoint one or more persons to be Commissioners under this Act. Every Commissioner shall have authority to investigate the business, or any part thereof, of any person who is or is believed to be a member of any combine or a party or privy thereto, and who is named in the order in council appointing the Commissioner; every Commissioner shall have authority to enter and examine the premises, books, papers and records of such person. The exercise of any of the powers herein conferred on Commissioners shall not be held to limit or qualify the powers by this Act conferred upon the Registrar.

Access to premises and records.

11. Every person who is in possession or control of any such business, premises, books, papers, or records, as are referred to in the two immediately preceding sections shall give and afford to the Registrar and to every Commissioner admission and access thereto whenever and as often as demanded.

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Provisions of *Inquiries Act* applicable.

12. All provisions of the *Inquiries Act* not repugnant to the provisions of this Act shall apply to any inquiry or investigation under this Act, and the Registrar and every Commissioner shall have all the powers of a commissioner appointed under the *Inquiries Act*, including the powers mentioned in section eleven thereof, whether thereunto authorized by the commission issued in the case or not, except in so far as any such powers may be inconsistent with the provisions of this Act.

No one to impede investigation.

13. No person shall in any manner impede or prevent or attempt to impede or prevent any investigation, examination, or inquiry under this Act.

Registrar or Commissioner may inspect and copy books, etc.

14. All books, papers, records or things produced before the Registrar or a Commissioner, whether voluntarily or in pursuance of an order, may be inspected by the Registrar or the Commissioner, and also by such parties as the Minister or Commissioner allows, and copies thereof may be made by or at the instance of the Registrar or Commissioner.

Employment of experts.

15. The Minister may employ competent persons to examine books, papers or records, and to advise the Registrar or any Commissioner, upon any technical or other matter material to the investigation, but the information obtained therefrom shall not, except in so far as the Minister deems it expedient, be made public, and such parts of the books, papers or records as in the opinion of the Registrar are not material to the investigation may be sealed up.

Powers of Registrar and Commissioner as to witnesses, evidence on oath and production of papers.

16. *(a)* The Registrar and every Commissioner may order that any person resident or present in Canada be examined upon oath before, or make production of books, papers, records or articles to, the Registrar or Commissioner as the case may be, or before or to any other person named for the purpose by the order of the Registrar or Commissioner, and may make such orders as seem to the Registrar or Commissioner to be proper for securing the attendance of such witness and his examination, and the production by him of books, papers, records or articles, and the use of the evidence so obtained, and otherwise exercise, for the enforcement of such orders or punishment for disobedience thereof, all powers that are exercised by any superior court in Canada for the enforcement of subpoenas to witnesses or punishment of disobedience thereof.

Persons competent to give evidence as witnesses.

(b) Any person summoned before the Registrar or a Commissioner shall be competent and may be compelled to give evidence as a witness.

Expenses of witnesses.

(c) Every person who is summoned and duly attends as a witness shall be entitled to an allowance for attendance

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and travelling expenses according to the scale in force with respect to witnesses in civil suits in the superior courts of the province in which the inquiry is being conducted.

Persons served with order required to attend.

(d) If any person, who has been duly served with an order, and to whom at the time of service payment or tender has been made of his reasonable travelling expenses according to the aforesaid scale, fails to attend and give evidence, or to produce any book, paper, record, or thing as required by the said order, he shall, unless he shows that there was good and sufficient cause for such failure, be guilty of an offence and liable upon summary conviction to imprisonment for a term not exceeding six months and a fine not exceeding one thousand dollars, or to both such fine and imprisonment.

Commissioners to take evidence in foreign country.

(e) The Minister may issue commissions to take evidence in a foreign country, and may make all proper orders for the purpose and for the return and use of the evidence so obtained.

Orders to witnesses, etc., shall be signed by Registrar or Commissioner.

(f) Orders to witnesses and all other orders, process or proceedings shall be signed by the Registrar or a Commissioner.

Evidence upon affidavit or written affirmation.

17. *(a)* The Registrar and every Commissioner may accept or require evidence upon affidavit or written affirmation, in every case in which it seems to him proper to do so.

Administration of oaths in each province.

(b) The Registrar and every Commissioner and all persons authorized to administer oaths to be used in any of the superior courts of any province may administer oaths in such province to be used in applications, matters or proceedings before the Registrar or Commissioner.

Administration of oaths in proceedings in Supreme or Exchequer Courts of Canada.

(c) All persons authorized to administer oaths within or out of Canada, in or concerning any proceeding had or to be had in the Supreme Court of Canada or in the Exchequer Court of Canada, may administer oaths in or concerning any application, matter or proceeding before the Registrar or Commissioner.

No person excused from attending or giving evidence on ground that evidence may incriminate him.

18. No person shall be excused from attending and giving evidence and producing books, papers, or records, in obedience to the order of the Registrar or Commissioner, on the ground that the evidence or documents required of him may tend to criminate him or subject him to any proceeding or penalty, but no such evidence or documents shall be used or receivable against such person in any criminal proceedings thereafter instituted against him, other than a prosecution for perjury in giving evidence upon such investigation, inquiry, cause or proceeding.

Proceedings in private.

19. The proceedings of the Registrar and every Commissioner shall be conducted in private, but the Minister

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may order that any portion of the proceedings before the Registrar or any Commissioner shall be conducted in public.

Counsel may be instructed to conduct investigation.

20. Whenever in the opinion of the Minister, the public interest so requires, the Minister may apply to the Minister of Justice to instruct counsel to conduct the investigation before the Registrar or any Commissioner and upon such application the Minister of Justice may instruct counsel accordingly.

Registrar and Commissioner to report in writing on investigations.

21. At the conclusion of every investigation the Registrar and every Commissioner shall make a report in writing, which report shall be signed by the Registrar or Commissioner, as the case may be. If the report is made by a Commissioner it shall be transmitted to the Registrar, together with the evidence taken at such investigation, certified by the Commissioner and any documents and papers remaining in the custody of the Commissioner. The Registrar shall without delay transmit to the Minister his report and the report of every Commissioner. The Minister may call for an interim report at any time; and when so called for it shall be the duty of the Registrar and of every Commissioner to render an interim report setting out fully the action taken, evidence obtained and conclusions reached at the date of the interim report.

ACTION.

Distribution of report.

22. A copy of any report may, if the Minister so directs, be sent free of charge to any person and to the representative of any newspaper in Canada who applies therefor, and the report may also be published in the *Canada Gazette*. The Minister may distribute and supply copies of any report in such manner and on such terms as to him seems most desirable.

Governor in Council may admit article free of duty or reduce duty if satisfied as a result of investigation under this Act that combine exists at expense of public.

23. Whenever, from or as a result, of an investigation under the provisions of this Act, or from or as a result of a judgment of the Supreme Court or Exchequer Court of Canada or of any superior court, or circuit, district or county court of Canada, it appears to the satisfaction of the Governor in Council that with regard to any article of commerce, there exists any combine to promote unduly the advantage of manufacturers or dealers at the expense of the public and if it appears to the Governor in Council that such disadvantage to the public is facilitated by the duties of custom imposed on the article, or on any like article, the Governor in Council may direct either that such article be admitted into Canada free of duty or that the duty thereon be reduced to such amount or rate as will, in the opinion of the Governor in Council, give the public the benefit of reasonable competition.

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If owner or holder of Patent makes use of exclusive rights to unduly limit production or restrict or injure trade Patent shall be liable to revocation.

24. In case the owner or holder of any Patent issued under the Patent Act has made use of the exclusive rights and privileges which, as such owner or holder he controls, so as unduly to limit the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article which may be subject of trade or commerce, or so as to restrain or injure trade or commerce in relation to any such article or unduly to prevent, limit or lessen the manufacture or production of any article or unreasonably to enhance the price thereof, or unduly to prevent or lessen competition in the production, manufacture, purchase, barter, sale, transportation, storage or supply of any article such patent shall be liable to be revoked. And, if the Minister reports that a patent has been so made use of, the Minister of Justice may exhibit an information in the Exchequer Court of Canada praying for a judgment revoking such patent, and the court shall thereupon have jurisdiction to hear and decide the matter and to give judgment revoking the patent or otherwise as the evidence before the court may require.

Procedure when in opinion of Minister an offence has been committed.

25. Whenever, in the opinion of the Minister an offence has been committed against any of the provisions of this Act, the Minister may remit to the Attorney General of any province within which such alleged offence shall have been committed, for such action as such Attorney General may be pleased to institute because of the conditions appearing, (1) any return or returns which may have been made or rendered pursuant to this Act and are in the possession of the Minister and relevant to such alleged offence; and (2) the evidence taken on any investigation by the Registrar or a Commissioner, and the report of the Registrar or Commissioner. If within three months after remission aforesaid, or within such shorter period as the Governor in Council shall decide, no action shall have been taken by or at the instance of the Attorney General of the Province as to the Governor in Council the case seems in the public interest to warrant, the Solicitor General may on the relation of any person who is resident in Canada and of the full age of twenty-one years permit an information to be laid against such person or persons as in the opinion of the Solicitor General shall have been guilty of an offence against any of the provisions of this Act; and the Solicitor General may apply to the Minister of Justice to instruct counsel to attend on behalf of the Minister at all proceedings consequent on the information so laid, and upon such application the Minister of Justice may instruct counsel accordingly.

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Offences.

Penalty for violation of Act.

26. *(a)* Every one is guilty of an indictable offence and liable to a penalty not exceeding ten thousand dollars or to two years imprisonment, or if a corporation to a penalty not exceeding twenty-five thousand dollars, who is a party or privy to or knowingly assists in the formation or operation of a combine as defined in this Act.

No prosecution except at instance of Solicitor General or Provincial Attorney General.

(b) No prosecution for any offence under this section shall be commenced, otherwise than at the instance of the Solicitor General of Canada or of the Attorney General of a province.

Contempt of Registrar or Commissioner.

27. If in any proceedings before the Registrar or any Commissioner any person wilfully insults the Registrar or any Commissioner or wilfully interrupts the proceedings, or is guilty in any other manner of any wilful contempt in the face of the Registrar or Commissioner, the Registrar or Commissioner may direct any constable to take the person offending into custody and remove him from the precincts and presence of the Registrar or Commissioner, to be detained in custody until the conclusion of that day's sitting and the person so offending shall be liable upon summary conviction to a penalty not exceeding one hundred dollars.

Procedure for enforcing penalties.

28. For the purpose of the trial of any indictment for any offence against this Act, section five hundred and eighty-one of the *Criminal Code*, authorizing speedy trials without juries, shall apply.

Penalties for contravention of sections 8, 10, 11, 13, or 16 of Act.

29. Any person who contravenes or fails to observe the provisions of sections eight, ten, eleven, thirteen or sixteen of this Act shall be guilty of an offence and liable upon indictment or upon summary conviction under Part XV of the *Criminal Code* to a penalty not exceeding five thousand dollars, or to imprisonment for any term not exceeding two years, or to both fine and imprisonment, as specified, and any director or officer of any corporation who assents to or acquiesces in the contravention or non-observance by such corporation of any of the said provisions shall be guilty of such offence personally and cumulatively with his corporation and with his co-directors or associate officers.

General.

Establishment of offices and equipment.

30. The Minister may establish at any place or places in Canada such office or offices as are required for the

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discharge of the duties of the Registrar and of any Commissioner under this Act, and may provide therefor the necessary accommodation, stationery and equipment.

Appointment of Registrar and Commissioner and employment of requisite technical and special temporary assistance.

31. (1) All persons permanently employed under this Act shall be subject to the provisions of *The Civil Service Act, 1918*, and amendments thereto, and other similar Acts bearing on the Civil Service of Canada, provided, however, that notwithstanding anything in the said Acts or amendments thereto (*a*) the Governor in Council may appoint any British subject to be Registrar under this Act, and may appoint any British subject to be a Commissioner thereunder; and (*b*) the Minister may employ such technical and special temporary assistance as may be required to meet the special conditions that may arise in carrying out the provisions of this Act.

Expenses paid out of Parliamentary appropriation.

(2) The remuneration and expenses of the Registrar and Commissioner or Commissioners so appointed, and of the technical and special temporary assistance so employed, and the fees and expenses allowed to any counsel instructed by the Minister of Justice under this Act, shall be paid out of such appropriations as are made by Parliament to provide the cost of administering this Act.

Remuneration of technical or special temporary assistance.

(3) Whenever the Minister by virtue of any power vested in him by this Act, employs any such technical or special temporary assistance, such person shall be paid for his service and expenses such sum as the Governor in Council may determine.

Technicality not to invalidate proceedings.

32. No proceedings under this Act shall be deemed invalid by reason of any defect of form or any technical irregularity.

Governor in Council may make necessary regulations.

33. (1) The Governor in Council may make such regulations, not inconsistent with this Act, as to him seems necessary, for carrying out the provisions of this Act and for the efficient administration thereof.

Publication of regulations in *Canada Gazette*.

(2) Such regulations shall be published in the *Canada Gazette* and upon being so published they shall have the same force as if they formed part of this Act.

Regulations to be laid before Parliament.

(3) The regulations shall be laid before both Houses of Parliament within fifteen days after such publication, if Parliament be then sitting, and if Parliament is not then sitting then within fifteen days after the opening of the next session thereof.

Trade Unions not affected.

34. Nothing in this Act shall be construed to apply to combinations of workmen or employees for their own reasonable protection as such workmen or employees.

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Report to Parliament of proceedings under this Act.

35. The Minister shall lay before Parliament, within the first fifteen days of the then next session, an annual report of the proceedings under this Act.

Repeal.

36. *The Board of Commerce Act*, chapter thirty-seven of the Acts of 1919, and *The Combines and Fair Prices Act, 1919*, chapter forty-five of the Acts of 1919, are repealed.

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Suggested amendments to Bill 54

4(2). PROVIDED, that no person shall be eligible for appointment as Registrar unless a barrister of ten years continuous practice before Canadian courts immediately preceding date of appointment, and provided further that such person is under the age of seventy years at date of appointment.

6(a). At any such inquiry or subsequent proceeding the person or persons or firm or firms whose business is being inquired into or investigated shall be entitled to be represented by counsel and shall be furnished at the commencement of such inquiry with a full and complete copy of any and all applications for investigation made under Section 5 of this Act.

21(a). PROVIDED, that a copy of such report or interim report shall be delivered to the person or persons or firm or firms whose business is being or has been investigated, before such report or interim report has been forwarded by the Commissioner to the Registrar, or if the investigation has been conducted by the Registrar, before the Registrar forwards or delivers such report or interim report to the Minister.

25(a). Whenever in the opinion of the Registrar, or a Commissioner, or the Minister, the alleged facts stated in any application made under Section 5 of this Act are found to be without foundation, the person or persons or company or companies investigated may in any court of competent jurisdiction take proceedings against the applicants for investigation jointly or individually for the recovery of expenses entailed or damage ensuing as a result of such investigation; and where any court of competent jurisdiction gives judgment against such applicants jointly or individually and such judgment cannot be collected from such applicants, then such judgment shall be paid in full out of the Consolidated Revenue Fund of Canada.

To replace Sec. 34. Nothing in this Act shall be construed to apply to combinations of employers or employees unless such combinations operate or are likely to operate to the detriment of or against the interest of the public whether consumers, producers or others.

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BRAM THOMPSON, M.A.
COUNSEL
EDITOR CANADIAN LAW TIMES
PHONE 5807

Bram Thompson & Co.
BARRISTERS AND SOLICITORS

406-8 NORTHERN CROWN BLDG.
Regina, Sask.

037262

May 8th.1923.

Hon. Arthur Meighen, M.P.
Parliament Buildings,
OTTAWA. Canada.

Dear Mr. Meighen:-

Business Combines.

I see by the Daily Press that the Government are carrying through a measure dealing with "Business Combines" and I am asking you to send me a copy of the Bill before the House. I enclose you the Canadian Law Times for January 1922 in which you will see an Introductory Article on the subject. I fully intended to pursue the subject for at all events five or six consecutive months in the Law Times; but I was diverted unto a more pressing subject relating to our Company Law which monopolised my energies from Feb. till Sept. I have,however, collected some material on the question of "Business Combines" and after reading the Bill if I find that I can assist you I will communicate with you further.

On the suggestion thrown out in the enclosed Article that the Common Law if enforced was more effectually than any Statutory Law,so far enacted either by the United States or by any other Country, two of the Law Magazines of the United States have been writing Articles along the same line. But I have not been following these.

The recent claim that Canada is a Nation and insisted upon by the attitude of the Canadian Minister in authenticating the Fisheries Treaty has given me a chance to write in the English Magazines and possibly

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Hon. Arthur Meighen. M.P. Cont'd.

the Daily Press on the subject of the "Distortion of Canada's Constitution by the Dominion's Usurpation of Western Lands."

Yours truly,

Bram Thompson & Co.

BT/DR

Encl.

It was an Article in the August issue last year that finally knocked over the Wheat Board. The Grain Trade News published by Saunders & Evans reproduced the Article in a special number and next day the three nominated "Board" refused to have anything more to do with the project.

B.T.

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037264

Ottawa, Ont. May 9th. 1923.

Dear Mr. Robertson:

Thanks for your letter of the 5th. instant.

All the memos you have sent me have been of value.

Yours very truly,

E. Blake Robertson, Esq.,
Canadian Manufacturers' Assoc'n.,
Booth Building,
Ottawa, Ont.

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037265

Ottawa, Ont. May 11th. 1923.

Dear Mr. Thompson:

I have your letter of the 8th. instant, and have already read the article on Combines. Will be glad indeed to follow this subject as you continue your contributions thereon. It would indeed have been of advantage to me in the discussion this Session if I had had your exposition of the value of the common law in the restraining of Combines.

Yours very truly.

Bram Thompson, Esq., M.A.,
406-8 Northern Crown Building.
REGINA,
Sask.

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Winnipeg Man 17th.1921.

Premier Arthur Meighen,

Boissevain Man.

My only reason for the word confidential is my anxiety to avoid being drawn into any political prominence at this time owing to the nature of the Portfolio I occupy if you will realize these sentiments I am sure you would not press your views.

Grant.

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037267 40

Ottawa, Ont. September 5th, 1921

Dear Mr. Grant,-

I was rather surprised this morning to have drawn to my attention an interview in the Toronto Star of Friday last in which the following words are attributed to you:

"Mr. Meighen's previous reference to farmers being Reds and Bolshevists strengthened our party a lot".

I had previously seen statements of this kind scattered recklessly around but this is the first time, so far as I know, that it has been uttered by one occupying a position of responsibility. You are a Minister of the Crown for the Province of Ontario and I have understood you to be a man who would be certain of his facts before venturing an assertion of this kind. I now ask you to let me know when and on what occasion I made the statement which is attributed to me. Would you be good enough to quote for me from even a newspaper report what I said at any time in my life to the effect set out in your interview in the Toronto Star. I may add that I have never seen such a report myself and if such was ever made it was not only false but the report of my words quite contrary to those actually spoken. However, I wait for your authority.

Yours faithfully,

Hon. R. H. Grant,
Minister of Education,
Legislative Buildings,
Toronto, Ont.

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037268

ONTARIO

Department of Education

Office of the Minister

Toronto, September 7th, 1921.

DEPARTMENT OF PRIME MINISTERS
SEP 8 1921
OFFICE EXTERNAL AFFAIRS

Dear Sir/-

In the absence of the Hon. Mr. Grant I beg to acknowledge the receipt of your letter or the 5th inst. Mr. Grant has been out of town for a few days but as soon as he returns I shall place your letter before him.

Yours very truly,

Reta Saunderson

Private Secretary.

The Rt. Hon. Arthur Meighen, K.C.,B.A.,
Prime Minister of Canada,
Ottawa, Ontario.

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037269

Confidential.

ONTARIO

Department of Education

Office of the Minister

TORONTO. September 13th, 1921.

Dear Mr. Meighen :

I found your letter of the 5th instant on my arrival back in Toronto after a short holiday and note what you say with reference to the reported interview which appeared in the "Toronto Star" of the 2nd instant.

May I say, there was no one more surprised when we saw the statement than the three whose names were mentioned in that announcement, namely,- Messrs. Doherty, Nixon and myself. We had no idea that we were being reported, or even overheard, as the conversation from which the statement emanated took place amongst ourselves while sitting in our car at the Parliament Buildings awaiting a fourth member to accompany us to the luncheon at which you spoke.

What I am reported to have said is not correct in so far as you are concerned, as I, at that time had no knowledge of your ever saying that the "the farmers were Reds, or Bolsheviks". I did, however, state that you should not be too caustic in your

Rt. Hon. Arthur Meighen, K.C., B.A.,
Prime Minister of Canada,
OTTAWA, Ontario.

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ONTARIO

Department of Education

Office of the Minister

remarks, as a previous statement of a Member of your Cabinet that "the Farmers were Reds, or Bolsheviks," only strengthened our cause. Of course, I referred to the reported speech of Sir George Foster in the "St. Thomas Times Journal," of September 11th, 1920. He is reported there ~~of~~ as having said :

> "Be careful before you rise up, and from the soapbox or anywhere else, propose that that shall be swept aside and smashed, and that you shall put in some class instead, the Soviet, the Bolsheviki, the miners or the farmers' party. I don't care what it is the one is almost as bad as the other when it puts itself on a class basis."

Naturally these are words that will not soon be forgotten and cannot result in any benefit to any one using them.

In looking over the files of the press about that date, I now notice several criticisms and some editorials on words of yours which, by inference, seem to convey the same imputation. I have not, however, seen the speech of yours referred to and do not know the words you are reported to have used and when the statement attributed to me in "The Star" of the 2nd instant was made, if I ever had heard, or heard of, this assertion of yours it had totally vanished from my memory; so that I had no reason to make the statement "The Star" credits me with, nor did I do so.

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ONTARIO

Department of Education

Office of the Minister

May I express to you my pleasure at the resentment you express to have any such meaning attributed to words of yours as that "the farmers of this country are Reds or Bolsheviks". As one, who, I understand, has sprung from farm surroundings, you know how foreign such sentiments are to that class. I cannot, however, help but resent the imputation that the words of Sir George Foster, which I refer to, indicate and to which the statement in "The Star" referred.

I again assure you, dear sir, that I never knew you to make such a statement and will request the young man who so reported me to make the necessary correction, if you so wish. Kindly advise me.

Yours sincerely,

Minister of Education.

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037272

Ottawa, Ontario,

14th September 1921.

Dear Mr. Grant,-

I have your letter of the 13th September. Frankly I am glad to learn that you did not make any such statement as was attributed to you by the Toronto Star. I think it is only fair to me and as well, fair to yourself, that the Star should be requested by you at once, to correct this error and as well give an explanation to you as to how the error came to be made.

What I did state on this subject, and the statement was made both in my speech at Sherbrooke,-- and at Granby, P.Q., a year ago,-- was that the Farmers' party of this country had gained great strength and in showing the strenghh they had gained, I asserted that though they were by no means men of Bolshevistic principles and that no people in the country were farther fr from being Bolshevists than the farmers, still their party had gathered, and there were trailing behind them, men of extreme views and seditious principles. The correctness of this statement will scarcely at this date be denied. If you desire, I am prepared to give the names of those who, up to that time in political contests in this country, had urged on and supported the Farmer movement and who were of the character I described. The words since have been vindicated by events in Alberta, the facts of which you know just as well as I. Nevertheless an unprincipled press campaign continues to be conducted on the basis of a gross misrepresentation of what I said, and indeed of what I was actually reported to have said.

I am only too anxious that you make a most thorough inquiry in the correctness of the above statement and whn you find they are true, as you will, you will do me the fairness of making the truth known.

As to what Sir George Foster may have said at

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St.Thomas, he is quite capable of defending himself. Whether the report is correct or not, I do not know. It would appear to me, though, that what he was seeking to express and what indeed he did express, was that the class basis of Government was a fundamental principle of Bolshevism, and that any class of people if they sought to establish Government on a class basis, were following a Bolshevistic principle. We all know there are other and more destructive Bolshevistic principles as well with which no farmer nor any other party in Canada has the slightest sympathy.

Yours faithfully, Substantial

Honourable R.H. Grant,
Minister of Education,
Legislative Buildings,
Toronto. Ont.,

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MEMORANDUM. 037274

Prime Minister's Office,

Miss Foosby Ottawa, September 15, 1921

~~Mr. Foster.~~

To be circulated, marked "Confidential"

and returned.

G.F.B.

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Nov. 14th, 1921.

Hon. R. H. Grant,
Minister of Education,
Toronto, Ont.

Your letter dated September 13th in regarding Star interview is marked confidential. Have you any objection to my quoting from it or publishing it or giving your name.

Arthur Meighen.

Charge Prime Minister,
Ottawa.

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GEO. D. PERRY, GENERAL MANAGER

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TORONTO ONT NOV 15TH.

RT HON. ARTHUR MEIGHEN,

636 ELIE MAN.

MY ONLY REASON FOR THE WORD "CONFIDENTIAL" IS MY ANXIETY TO AVOID BEING DRAWN INTO ANY POLITICAL PROMINENCE AT THIS TIME OWING TO THE NATURE OF THE PORTFOLIO I OCCUPY IF YOU WILL REALIZE THESE SENTIMENTS I AM SURE YOU WOULD NOT PRESS YOUR VIEWS.

1243P R. GRANT.

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LIBERATOR



FEBRUARY 1924 20¢

2



Twenty Million German Workers

ARE STARVING

American banking and business interests are collecting large sums for German relief. At the same time they make large loans to German industrialists. These loans will have to be repaid with large interest by exploiting the German workers whom the American bankers are now feeding. This is famine relief WITH CONDITIONS.

Gompers is collecting for German relief with the purpose of feeding only those trade unionists who hold certain political views. This is famine relief WITH POLITICAL DISCRIMINATION.

HELP

ESTABLISH AN AMERICAN SOUP KITCHEN

as an expression of

INTERNATIONAL SOLIDARITY

With Germany's Workers

Famine Relief Without Conditions

Famine Relief Without Political Discrimination

$500.00 initial outlay and $2,000.00 monthly will open and support an American Soup Kitchen in Germany.

SEND YOUR CONTRIBUTION TODAY

Friends of Soviet Russia and Workers' Germany
32 So. Wabash Ave., Chicago, Ill.

Enclosed find $..... to help open an American Soup Kitchen in Germany as an expression of International Solidarity with the STARVING WORKERS, THEIR WIVES AND CHILDREN.

I pledge myself to sell..... meal coupons at 10c each weekly for the maintenance of the Kitchen.

Send me a MEAL COUPON BOOK. (Yes or no?) .....

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COMMITTEE FOR INTERNATIONAL WORKERS' AID

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Look to your neighbor's reading!

Next in importance to your own reading is your neighbor's reading.

It is true that what we read determines what we know and what we know determines how we live. If we are to progress in applying our knowledge, however, it is also necessary for our neighbors and our friends to interpret correctly what is happening all about us.

When you finish reading this copy of The Liberator hand it to your neighbor or give it to your friend. Send for three copies (50c) to pass on in this way or to place where they are certain to be seen and read.

This will not be difficult; The Liberator looks attractive and is attractive. Even if they are not quite ready to agree with its contents, it nevertheless wins its way to people's hearts. Introduce The Liberator to your friends and the magazine will do the rest.

Two months ago we carried an open letter in the magazine calling for 50,000 new subscribers to increase the magazine to 50 pages.

The appreciation of our magazine as demonstrated by the large response to this call is indeed very encouraging. New subscriptions are coming in large numbers every day. But to get the 50,000 subscriptions we must work even harder in February.

Have you sent in your subscription? Did you get a subscription from a friend?

This month we are making a systematic drive for 10,000 one dollar subscriptions.

Stop for a moment to consider how often a dollar is wasted. Yet one dollar will get a six months subscription to The Liberator. It should not be difficult to get a friend to give you a dollar for a six months subscription to The Liberator. After six months contact with this remarkable magazine he will become its staunch friend, even like yourself, and will renew his subscription for one year.

The editorial department spares no effort to put before us the best in political, scientific, economic and artistic thought of our day. Let us get as many people as we possibly can to enjoy the magazine!

For each subscription you get, pin the dollar to a sheet of paper with the name and address of the subscriber and your name under it, and mail to The Liberator.

We predict 10,000 one dollar subscriptions in the month February. How many will you send?

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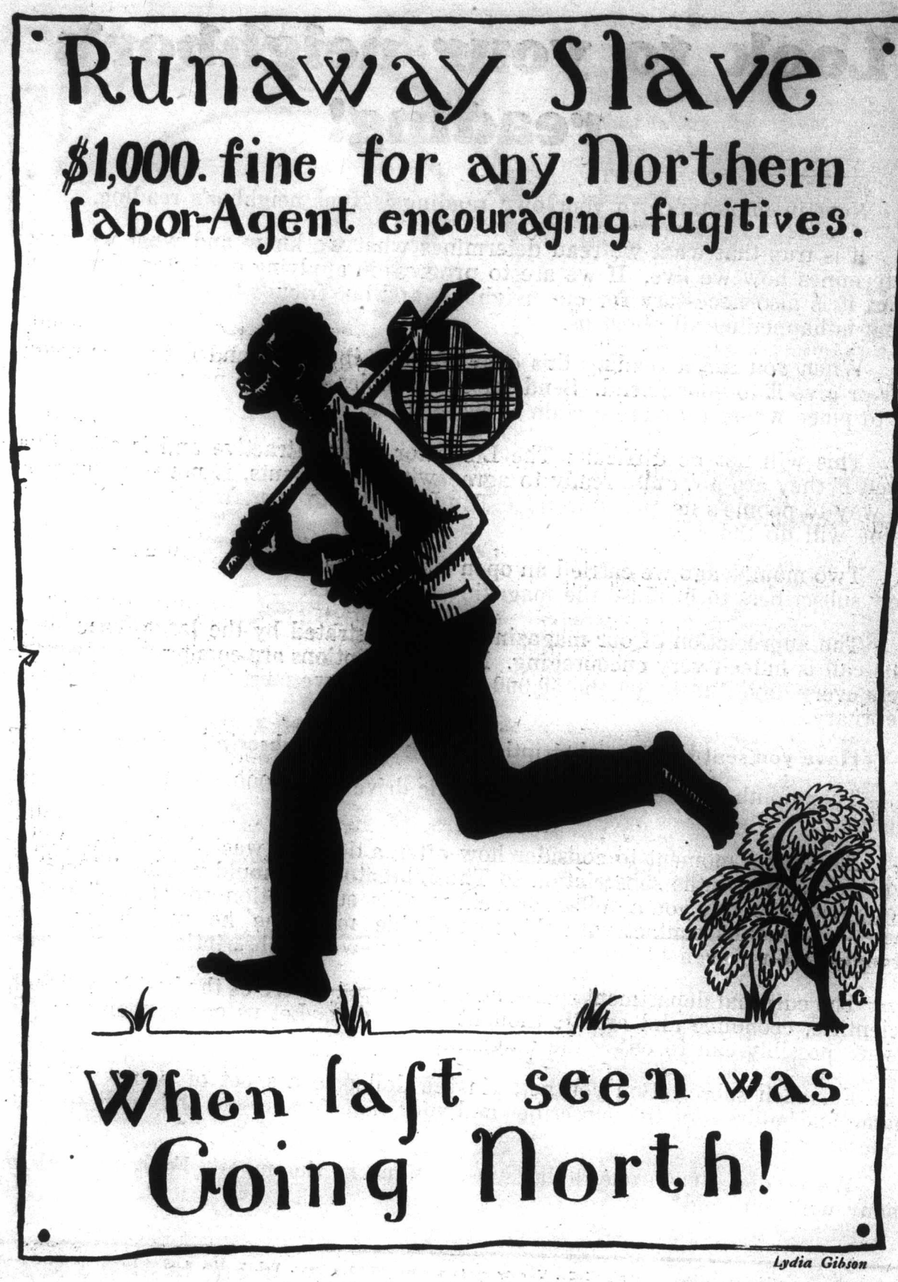

THE LIBERATOR

Vol. No. 7 [Serial No. 70] February, 1924

EDITORIALS

Lenin

VLADIMIR Ilyitch Ulianov is dead. With him expired the mind that had more than any other to do with the shaping of this century. It is doubtful if in all history any man's hand left as deep a mark upon the world. The nations for centuries to come will flow into forms first sketched by him.

Wielding through sheer mental force a power greater than that of any other living person, this man had a personal modesty almost incredible. His conversation revealed an impersonal attitude, a lack of interest in himself that was disconcerting. On the wages of a mechanic he lived in two rooms and always was seen in the cheap clothing and cap of a workingman.

But politically, no false modesty but an amazing audacity was the chief characteristic of Lenin. When kings, emperors, presidents, parliaments and world-financiers declared a war between the nations, the obscure political party of workers led by Lenin did not hesitate to amend the declaration to read:

"Conversion of the imperialistic war into a civil war of the oppressed against the oppressors and for socialism."

The amendment stands. Not national wars, but revolutions, are the deciding characteristics of the century.

When capitalism's greatest men declared the formation of an "international" of capitalist governments—the League of Nations—which would thenceforth settle the affairs of all men, Lenin amended this to read:

The formation of a revolutionary International of the working class of all nations against their governments.

And today the Communist International is stronger than the League of Nations.

It would be absurd to say that Lenin made the Russian revolution, or to say that he did not. He was its brain, formed within it, inevitable to it and indispensable to it. Lenin was a necessary phenomenon among the phenomena of the revolution. In September, 1918, when it was thought that he would die of the bullet-wound inflicted by a "socialist-revolutionist," there was a substantial fear that without his leadership the revolution would fall over the precipice on the brink of which it then balanced. This was a view held mostly by outsiders, by the camp-followers of the revolution, in whose minds all social phenomena are the personal acts of great men. Among communists at the time it was said that Lenin's death at an earlier period might have been fatal to the revolution, but that the revolution had already outgrown the indispensability of any one, even its greatest leader. Lenin lived five years longer and guided the revolution through several dangerous crises, notably the wars of defense against invasions, and the economic impasse out of which Russia retreated with the daring measure of the "New Economic Policy," then to turn and recommence the socialist advance. Lenin led the Revolution beyond the point of dependence upon Lenin.

During the gradual decline of his health, his function has been shifted to others who were his lifetime co-workers and pupils. It is these who have been leading for a considerable time. Strong men they are. Under their leadership, since the retirement of Lenin, Soviet Russia and the world revolutionary movement have made giant strides. The Revolution has created its new leadership, even as it fashioned the magnificent instrument of the rebel schoolboy from Simbirsk. But now, where one was made before, thousands are generated in the Communist International. That was Lenin's work. Lenin conceived thousands of his kind. The breed is inextinguishable.

The Revolution will go ahead without him. But those of us who have known him, spoken with him and felt the strength of that all-overpowering will, must feel for a brief instant that the world is a grave when Lenin is dead. Only for an instant, and then we are pulled together with hearing again his cry:

"Long live the Revolution! Long live the Communist International!"

The Bolshevik Daily

THE FIRST communist daily newspaper ever published in the English language began its career in Chicago on January 13. The result is surprising—a brilliant contrast to the stodgy traditions of the old-time socialist dailies. The Daily Worker is a keen reporter of events, a vivid newspaper. Its first numbers show that it is not written by the discarded hacks of capitalist journalism, as the socialist dailies too often were and are, but by highly talented leaders of thought. It is a newspaper, and at the same time a vigorous propaganda organ—a hard combination to get. Full of information, full of good, healthy anger, full of ironic laughter—it is a type of journalism that could be born only in a day when propaganda is no longer conceived as an abstraction separate from daily life.

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Maurice Becker

Doctor Macdonald to British Labor: "My methods may seem slow and painful, but I want to cure you without injuring the germs."

Labor "Rules" the Greatest Empire

ANYONE who had thought, ten years ago, that the greatest imperial Power on earth would in 1924 pass under a socialist government, would have pictured this as the revolution. Great Britain, ruler of the oceans, overlord of India, Persia, of Ireland, of South Africa—under a socialist government! Visions of age-old tyrannies suddenly lifted in all quarters of a globe whose sun would thereafter never set on the socialist flag!

Now we know better. "Socialist government" in England means capitalist government with the aid of "socialists."

But let no one assume insignificance on the part of the British Labor government. It is not the revolution, nor the beginning of the revolution; but it is a necessary transition (under the circumstances) to the beginning of the revolution. The friction between the classes which brought about Macdonald's elevation will not stop for the fact that Macdonald now performs the functions that Baldwin once performed. The struggle between the classes will grow sharper—partly for the very reason that the government is now supposed to support the demands that may be made by the workers. Macdonald's government cannot long avoid taking sides on some issue that cannot be evaded or compromised. Then he will decide with capital. In the situation arising from that crisis, rather than the present, Macdonald may be called England's Kerensky.

Labor government in England will affect France, and Germany. The recognition of Soviet Russia by the British Empire will be of international importance.

The example of England's Labor Party will affect America—will profoundly affect the question of working class political action and the final crystalization of the mass farmer-labor party.

Labor government in England will have large effect throughout the world. The first effect will be to increase the hopes, and consequently the efforts of the working class everywhere. The second effect will be disillusionment of Macdonald's followers, and their turning to better methods. The growth of a mass communist party in Great Britain will follow.

The British "socialist" government is a product of the same epoch that produced the Russian revolution, the destruction of the central empires, the German "socialist" government. Macdonald's premiership is a belated admission that Great Britain, also, was defeated in the war. British capitalism has passed the top of the hill and is on the down grade. Masdonald's function is to hold the brakes. The socialist party is the repair-shop of capitalism, which cannot be repaired.

Harry Sinclair's Navy

"TUT, tut," says Edward L. Doheny, president of the Mexican Petroleum Company, when asked whether he came to New Orleans to confer about the Teapot Dome bribery scandal,—

"I came to New Orleans to see that the Destrahan refinery was operated at full blast. Our Tampico refinery has been closed, but it must be opened. Our holdings in the Mexican fields are permanent, and the Mexican revolution is temporary like a fire or flood, and the damage, if any, cannot be estimated until it has passed. I consider the situation grave. If further reports from Mexico justify it, the Mexican Petroleum Company will ask the State Department to take steps for the protection of its interests."

This may seem an evasion of the question, but it is not. It is a classic reply. The answer of the Oil millionaires to the charge of stealing the United States Navy's fuel supply is to order the United States Navy into action for the further purposes of their oil business. The oil millionaires own not only the Navy's fuel, but the Navy itself.



William P. Hicks

Teacher (on Lincoln's Birthday): "Bow to him, son; it's true he emancipated the niggers, but he didn't overdo it."

The Black Ten Millions

By Robert Minor

WITHIN the great white city of New York is another city of one-quarter of a million Negroes. Five other great American cities have within each of them a Black City of more than 100,000 inhabitants.

The separateness of the Black Cities within the white is fairly complete. The Negro may freely visit the white town, and may work there the day through, but, come the end of his labor, must return, be it to sleep, to eat or to amuse himself, to his own pale.

The Black Man has a culture of his own: his musicians, his poets, novelists, actors, students, his bourgeoisie, his scientific men and—his apostles of liberty. The Black Man of the city is a restless man; he wants to break down all the humiliating restrictions that confine him as a lower race, the "white supremacy" that loads his life down with limitations and holds him to a "black belt" as a prostitute is segregated.

The city Negro is the articulate Negro. It is he who forms the many organizations which have the purpose of completing the emancipation of his race. And among the city Negroes it is the Negro "inteligentzia" which at present has the lead. Thus it is characteristic that Professor Kelley Miller, Dean of Howard University, Washington, D. C., and a noted scholar, has sent out the call which brings together in Chicago on February 11, 1924, a national conference of organizations especially concerned with Negro emancipation. It is called the "Sandhedrin Conference," in memory of the ancient Jewish racial council at Jerusalem. The conference is sponsored by the National Association for the Advancement of Colored People, the Equal Rights League and the African Blood Brotherhood.

The "Negro Sandhedrin" will be a bold attempt to gather all Negro and mixed pro-Negro organizations into a "united Negro front" on a common program for race emancipation. If it were merely a matter of a few hundred Negro intellectuals gathering decorously to discuss ways and means of smoothing their professional careers, one need pay little attention. But back of these intellectual leaders are the Black Ten Millions that stir in unhappy slavery on plantations from Florida to Texas and in ill-paid labor in factory, mine, mill and lumber-camp the country over. The unrest of these is pressing the intellectuals forward to perhaps greater lengths than they as yet dream of going. No matter what mild speaking may be heard from the black prophets of today, the Negro in the vast heart of his race wants, and cannot stop with less than, complete and unqualified equality both in law and in social custom. Leaders may promise to take less, but the black race will ultimately walk over the faces of any such leaders.

Slave Revolts

It is a mistake to assume that the Negro was a submissive slave. Even before the American revolution there were twenty-five insurrections of Negroes against slavery in the American colonies. One of the reasons given in favor of the adoption of the American Constitution in 1787 was that it made possible the formation of a national army with which to suppress the then threatened slave rebellions of Georgia and other southern states, which it was feared that no single Southern state with its own army would be able to suppress.

And the fears were justified. A dozen slave rebellions, large and small, occurred in the United States after the American revolution and before the Civil War of 1861. The nineteenth century began with one thousand armed slaves marching against Richmond, Virginia, led by two Negro slaves, Gabriel and Jack Bowler. Two years later an area covering ten counties in North Carolina was the scene of an armed insurrection of Negroes, and this was followed three years later by another. In the year 1811 a little army of five hundred armed slaves marched against the city of New Orleans, recruiting the adult male Negro population of each plantation as it passed. The insurrection was crushed by the garrison of Fort Charles after a military engagement. Five years later a planned slave insurrection at Fredericksburg, Virginia, was prematurely disclosed and its leaders hanged. A similar disturbance occurred in Camden, South Carolina, in that year, followed two years later by another at Charleston, South Carolina. In the next year, 1819, a Negro slave insurrection was attempted in Augusta, Georgia.

In 1822 a wide-spread conspiracy for a slave insurrection was organized by that strange Negro genius, Denmark Vesey. Throughout an area of forty or fifty miles around Charleston, South Carolina, the best of the Negroes were carefully and secretly organized by a recruiting committee. One organizer, Peter Poyas, is said to have sworn in six hundred persons. The mistake was made of trusting a meek household servant, who betrayed the plot. Thirty-five leaders of the plot were hanged, including Denmark Vesey—to whom, I swear, a monument will some day be raised in Charleston, South Carolina.

Nine years later, 1831, the Negro preacher, Nat Turner, led an armed insurrection in Southampton County, Virginia, which was put down by United States troops and state militia with the loss of the lives of one hundred Negroes and sixty white persons. Twenty Negroes were afterward hanged. Before the year ended another rebellion began in three counties of North Carolina, but was betrayed by a free Negro and crushed. In Maryland there was an uprising of slaves in 1845, followed by disturbances in 1853 and in 1857. John Brown's raid on Harper's Ferry in 1859 was an attempt at Negro uprising incited and led by a white man. Because it occurred at a tense political moment it has been made in our histories to overshadow the greater uprisings which were inspired, organized and led by Negroes alone. The John Brown insurrection was comparatively and actually very small.

The outstanding fact is that the American Negro has found within his own race both the genius and the daring

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to fight for his freedom. That the desperate and unsuccessful insurrections of the slavery days were inadequate in method and pitifully ineffective is beside the point: The Negro possesses the initiative and the courage to make his a free race.

After "Emancipation"

For fifty years after the Civil War the Negro wandered in a fog of republican "emancipation." He was "free"—to starve or to sell himself back to the white landlord. The white ruling class considered merely that they had been deprived of certain property, but not in the least that the Negro had attained "social and political equality with white persons," as a South Carolina statute of 1865 put it. Lincoln's "Emancipation Proclamation" of 1863 had, according to its own wording, not the purpose of abolishing slavery, but the purpose of breaking the economic backbone of a rival war-power. The aim was not to free the Negro but to destroy $1,500,000,000 worth of property in "black ivory" of a belligerent enemy. The "Preliminary Proclamation" directly offered to leave slavery intact in any part of the South that would lay down its arms. The "Emancipation Proclamation" very carefully specified that slavery should not be abolished "for the present" in sections of Louisiana and Virginia not at that time in arms against the Union.

The ex-slave was legally not a citizen, but a "freedman"—quite a different thing; he was property that had been confiscated as a means of punishment of his owners. The Negro had, in Southern eyes, been changed from a domesticated animal to an undomesticated animal.

When the Fourteenth Amendment to the Constitution was ratified in 1868, giving the rights of citizenship to "all persons born or naturalized in the United States,"—and when the Fifteenth Amendment was ratified in 1870, providing that "the right of the citizens of the United States to vote shall not be denied or abridged by the United States, or by any State, on account of race, color, or previous condition of servitude,"—these Constitutional provisions merely refined the skill of Southern lawyers in writing laws to disfranchise and de-citizenize the Negro.

The emancipation of the American Negro from chattel slavery has not yet been completed. The Negro "share" farmer or tenant-farmer is still to all intents and purposes the slave of his white landlord. The white landlord continues to take the product of the labor of the Negro, and gives in return, in almost the same manner as seventy-five years ago, little more than a miserable ration of food. In Turner County, Georgia, in 1913 "the average annual cash income per Negro tenant farmer—usually a family—was only $290." The Negro tenant is kept in debt to his white exploiter, sometimes for an entire lifetime, and his "running away" is often forcibly prevented as long as his white overlord owns a "debt"-interest in his body.

Peonage, a close imitation of chattel slavery, is still acomplished with the device of convicting men (both black and white, nowadays!) of "vagrancy" or "idling," or sometimes for real offenses, and then leasing them out to planters, mine-owners, lumber operators or contractors for periods of months or years. The recent cases of Martin Tabor (white) who was beaten to death by a "whipping boss" in Florida, and the eleven Negroes who were murdered on a peonage-farm in Jasper County, Georgia, are examples of a "sacred institution" of our Country.

The Negro is still not a citizen in the South. Places of public resort are divided as are the buildings of a farm—houses for the (white) human beings and barns for the (Negro) animals. The railroads provide cattle-cars for cattle and Negro-cars for Negroes. In many parts of the South (Alabama, Florida) Negroes are kept out of public parks and playgrounds; sometimes "Jim Crow" parks and playgrounds are provided. Throughout the South it is taken for granted that Negroes are not to be permitted to live in houses near the residences of the well-to-do whites. Commonly Southern towns have their "red-light" districts and their "nigger-towns"—often jumbled together for the sake of real-estate convenience. Segregation is sometimes acomplished by law—as in Tulsa, Oklahoma, among many other localities—and sometimes by terrorism alone.

Occasionally there has come over the White South a panic due to a fear that the Negro parent's zeal for educating his black child is raising the literacy of the Negro child above that of the poor white. But the white man is doing his best to keep the Negro behind the white. In South Carolina, where the Negro population approaches that of the whites, ten million dollars is spent to educate white children, while one million is spent for a similar number of Negro children. It is claimed that in some parts of the South when the Negro progresses too far the Negro schoolhouses are burned.

They say that the Negro is not disfranchised in the South, and then they explain that he is permitted to vote whenever and to whatever extent that his vote won't win anything. Throughout the South wherever the Negro population outnumbers or dangerously approximates the white population in number, the Negro is frankly and openly excluded from the ballot to an extent sufficient to give the white man a guarantee of control. Then, in most cases, the real election takes place in the Democratic primaries, where the Negro is barred, and the formal election follows automatically. The disfranchisement of the Negro is considered basic in the political system. And the tendency to transform Negro disfranchisement into working-class disfranchisement is already apparent. Three years ago the editor of the Birmingham News made a serious proposal that "high-class" Negroes (of the new Negro bourgeoisie) should be carefully selected and given the "privilege" of voting.

The Rise of the Black Giant

The tremors of the World War that shook the world to its foundations, did not fail to reach the Negro. To be exempted from conscription was a privilege, and the "damn nigger" received no privilege. 367,710 young Negro men were drafted and given military training. About 200,000 had the amazing experience of a trip to Europe and a flickering glimpse of what is called "social equality"—yes, even between black men and white women—. The American Negro who went to France did not, when he returned, fit into the scheme of the plantation and the overseer.

What is more exciting, his neck no longer fitted meekly into the lyncher's noose! The young Negroes who had

had the awakening experience of the War, and associates influenced by them, began to transform the lynching into what is called a riot—that is, a two-sided fight.

But it really began before the men went to France. A young Negro friend has told me of the pride and newfound security that he felt on the day of his first leave after being mobilized, when, in his new uniform, accompaneid by a half-dozen of his fellow Negro soldiers, he strolled in the streets of a Southern city where before then he had never been free of the uneasiness engendered by white terrorism.

In 1917 Corporal Baltimore of the 24th (Negro) Infantry, then waiting at Houston, Texas, to be shipped to France, interfered with two policemen who were beating a Negro woman on the street. The result was—not a lynching this time, but a race-battle in which many were killed. The military authorities stepped in on behalf of the whites and hanged nineteen of the Negro soldiers. Fifty-four members of the 24th Infantry are now confined in Leavenworth penitentiary. Thus, when the Negro defends himself the Law steps in to complete the thwarted lynching.

From March 1919, when a white man attempted to exercise his privilege of slapping a "nigger woman" on a Birmingham street car and was killed for it by a Negro man, there has been a long series of incidents called "race riots" in Charleston S. C., Chicago Ills., Elaine Arkansas, Knoxville Tenn., Longview Texas, Omaha Neb., Washington D. C., Duluth Minn., Independence Kansas, Ocoee Florida, Springfield Ohio and Tulsa Oklahoma. Nearly all of these incidents would a few years ago have taken the form of a simple, respectable lynching of a Negro "without disorder." But with what the Negroes call their "new attitude," practically all of these incidents now take the form of terrific two-sided fights in which the Negroes in resisting lynching take white life for black life. As reported in the New York Age (Negro):

> "The colored people of the District of Columbia have shown what a people can do when assailed on all hands by mob fury and deserted by the police power of the District and by the Federal Government, both of which to all intents and purposes threw their organized influence against the colored people, the victims of the fury of the mob.
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> "Disorganized as they were, and without leadership, when the rioting was started Saturday night and continuing through Sunday and Sunday night, without any effective interference on the part of the police, colored people were prepared on Monday to defend themselves, after a fashion, and began to do so with a grim determination to exact a life for a life. They entered into the strife with more determination than the whites who started it, and they stuck to the job all week like heroes of many battles."

The Great Migration

But mobilization in the army was not the biggest means with which the World War wrought its changes in the life of the Negro. Just at the moment when the Northern manufacturers began to book huge orders for war supplies—the war shut off the customary source of American industrial labor: European immigration. Northern manufacturers began to dip into the great stagnant pool of the South for black labor-power. At first the White South was glad to see the Negro go, but soon began to change its mind and to try to stem the tide. At the end of hostilities and of war-manufacture, it is estimated a quarter of a million Southern Negroes remained in the North, charmed by the comparative freedom and better living standards into forgetfulness of "Dixie." With the first industrial slump the Cleveland Chamber of Commerce, for instance, became worried about the 20,000 new Negroes in the city, and considered ways and means to get rid of them; until business revived and made them useful. The Negro population of Detroit rose from about 5,700 in 1910 to about 53,000 in 1923.

The Black "Foreigner"

Afraid that immigrant labor would bring the revolutionary fever of Europe to our shores, Congress passed the severely restrictive immigration law. At the same time began the after-war industrial revival demanding cheap immigrant labor.

The Southern Negro became the "immigrant laborer." The rumor of "high wages and human treatment" that had once gathered the millions of Eastern and Southern Europe now swept the Black South of the United States. It is recorded that one Negro church at Lone Oak, Georgia, lost ninety-eight members between a Saturday evening and Sunday morning. 478,700 are said to have migrated in one year. The total of the great migration is roughly estimated at one million.

Georgian agriculture is said to have suffered $25,000,000 of damage in 1923 through the loss of its black peons. Other Southern States had similar experiences. The result of the migration was called by many writers a "revolution." It is said that the South will be forced now to discard its primitive economic processes and to "machinize" itself. And Northern industry is also profoundly affected by the introduction of the new and dark-faced "immigrant labor."

But most of all the Negro is affected. James Weldon Johnson, secretary of the National Association for the Advancement of Colored People, is quoted as declaring the great migration to be the greatest single factor in the twentieth century emancipation of the race. Whatever the objective reasons, the Negro has his own subjective reasons for no longer "wishing he was in Dixie," and he states them as;

Mob violence.
Inferior schools.
Low wages.
Inequality of law enforcement.

Let no one imagine, however, that the Negro escapes discrimination when he escapes from the South. As fast as the Negro becomes a large factor in the Northern cities and industrial centers, most of the persecutions, petty and large—especially lynching and segregation—follow at his heels. American capitalism cannot accept race equality. In fact race discrimination appears to be increasing with the bourgeois development. Racial residential segregation is as rigid in the big Northern cities as in those of the South—and seems to be in process of extension to the Jews! Advertisements for apartments to let, often carry the proviso, "for Gentiles," meaning that Jews are excluded as well as Negroes, whose exclusion is taken for granted. Race discrimination is on the up-grade, not the down-grade, in these mad days of capitalist decay.

(Continued in the March Liberator.)

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French Nationalism in 1923

By Charles Rappoport

THE nationalist year of 1923 began, in spite of the calendar, on the 11th of January, the day when to the great scandal of world opinion Poincare declared "pacific" war against Germany by causing the invasion of her greatest industrial region. The pretext was to force Germany to pay reparations, but that was only a pretext. There are two profound reasons for French nationalism; one of them is the desire of the French capitalists either to ruin German industry or to compel the German capitalists to divide their wealth with the French capitalists. The other reason is of a political nature. Nationalism has become an industry and a good business for an entire category of politicians. Before the war it was revenge for the defeat of 1870 upon which the Derouledes, the Boulangers, the Barres, the Rocheforts, and all and sundry, together with the military camarilla, lived. After the war it is the exploitation of the victory of all the Allies, to the exclusive profit of nationalist and imperialist France.

French capitalism was always lazy and lacking in great initiative. It is first of all a capitalism of landlords, rentiers, idlers and usurers, living on state loans. The publication by 'l'Humanité, organ of the French Communist Party, of innumerable documents found in the archives of the Soviets, proves admirably how the great capitalist press urged the parsimonious French to deliver their savings to the Czarism threatened by the revolutionary movement, for the reward of large profit. France was the banker of all the great and little states of the world.

The great metal industry had a press of its own. The brother of the famous "Tiger," Mr. Clemenceau, was employed as an engineer in the immense factories of the munitions maker Schneider, and Mr. Clemenceau's newspaper, "l'Homme Libre," which in spite of the talent and the name of its director had very few readers, was supported by the great metal interests.

The war entirely emptied the treasury of the French state which has more than four hundred billions of debts, of which three hundred billions are foreign debts. Instead of exploiting the immense wealth contained in Alsace-Lorraine, returned to France, (potash and minerals representing three hundred billions of francs in this region alone), the France of Messrs. Millerand and Poincaré, these two inauspicious men in the service of nationalist and capitalist reaction, considers the victory of the Allies as a French title to income. The French state has squandered numberless billions in the northern region, not to repair devastated homes of the workers, but to enrich great factory proprietors and adventurers of all sorts. It has also expended immense sums in Syria and Morocco, and in all sorts of armaments, in sustaining an army the strongest in all Europe in proportion to the population, and in distributing hundreds of millions to the Rumanians, Poles and Czecho-Slovaks to arm them against Soviet Russia and Germany.

The consequences are not slow to follow. The franc has begun to fall with breathless speed. It has lost three-fourths of its pre-war value. The cost of living has become very high and increases every day. The functionaries who in France form a large part of the population, nearly four millions with their families, complain of being poorly paid, and demonstrate against the state. Recently we have seen even the guardians of order, the police, provoke great disorders.

France, which before the war had a budget of five billion francs, even this being considered at that time a "Himalayan budget," has at present a budget of nearly fifty billions, that is ten times higher, only half of which is covered by taxation. For the rest, is is continuous borrowing. For all of these follies Germany must pay. Not being able to reconstruct France, French nationalism destroys Germany and easily consoles itself by imagining that it will thus assure eternal security against an enemy who might take revenge for the defeat suffered in the great war. Needless to say—it is a fact known to all the world—the French policy is a great danger for the peace of the world and renders European insecurity chronic, thus preparing new world-massacres.



André Marty

Recently liberated leader of French sailors who mutinied on being ordered to attack Soviet Russia.

All of the Bourgeois parties, including the Socialist party, ally of the bourgeois Liberals (radicaux), support the nationalist policy of Messrs. Poincare and Millerand or oppose it very half-heartedly. Only the Communist Party and the revolutionary unions carry on systematic campaigns against the French nationalists' policy of war and ruin. If this party, which is from the point of view of organization and conscious solidarity of the masses the strongest of all political parties, has not yet arrived at sufficient strength to paralyze the execrable reaction of nationalist and imperialist France, this is explained by two reasons:

1. France continues to be a country of the petty bourgeoisie, of small proprietorship, with a feeble proletariat.

2. The many betrayals by the Democrats and by the Social Democrats, who in order to attain either power or votes, sacrificed their programs and their ideas.

Meanwhile, the disastrous consequences of the policy of which we have just made an all too brief resume become daily so evident that one hopes the approaching election may mark the beginning of a movement hostile to this nefarious policy. Messrs. Poincare and Millerand are our best propagandists.

France Is Next

By Scott Nearing

THERE are three stages in the financial decay of a modern empire; in the first stage bills are paid out of tax receipts; in the second bills are paid by borrowing; in the third bills are paid by issuing paper money. Britain is in the first stage; France is well through the second; Germany has nearly completed the third. When the final stage has been passed, the empire is bankrupt.

Within the past decade Russia, Austria, Poland and some of the lesser European countries have passed through these stages of financial dissolution. Today France, following closely on the heels of Germany, is treading the same course. How long will it be before the franc follows the mark?

Last year France floated bonds and short term loans with which to meet her 20 billion francs deficit. Today her 5 per cent 1931 National Loan bonds are selling in New York at $39, while her 8 per cent External Gold Bonds due in 1946 are quoted at $97; francs are quoted in New York at about one-quarter of their pre-war value; France is paying 8 per cent to get money for which commercial firms pay 5 or 6. France is planning to make a 13 billion franc loan early in January, 1924. After that her 19 billion franc deficit for 1924 will be met by the printing press.

The New York Times, in a recent issue, published an article affirming that the French Budget for 1924 balanced, with a surplus of half a billion. This is true of the **general budget.** Additonal **special** budgetary items convert this apparent surplus into a deficit of nearly 20 billion francs.

France is spending nearly 45 billion francs per year. Her regular revenue for 1923 yielded 23 billion francs or about half her expenditures. The deficit was paid by borrowing. Today French credit is virtually exhausted. This fact appears in the prices of French bonds and in the depreciation of the franc. Were it not for the fact that the French government has been buying francs steadily for weeks, and thus pegging up the market, the franc would have slipped below 5 cents many weeks ago.

A survey of the obligations carried by the French Government reveals its utter instability. At the moment its liabilities are about 430 billions of francs, distributed as follows:

Pre-war debt	25	billion francs
War loans	120	" "
Short term loans	114	" "
Owing Bank of France	24	" "
Foreign debt	124	" "
Miscellaneous	23	" "

If France were to pay 5 per cent on these obligations the interest charge alone would require 21.5 billion francs or nine-tenths of her total income. She escapes the difficulty by paying no interest on her debt to the U. S. and borrowing to meet her other obligations.

Since the war France has been operating a large Empire; maintaining an army of three-quarters of a million; building the largest air fleet in the world; lending more than 6 billions of francs to Esthonia, Lithuania, Poland, Czecho-Slovakia, Jugo-Slavia, Roumania, in order to maintain her pan-European control; occupying the Ruhr and cursing European public life with her domination. **This has cost France more than the war.**

The pre-war debt of France was 25 billion francs. For subsequent years the debt was:

1919	144.8 billion francs
1923	430. billion francs

The four years of peace-time imperialism (1919-1923) have proved even more expensive than the five years of war.

France has reached the end of her rope. She has sped in ten years from a position of financial solvency and continental preeminence, to the verge of bankruptcy. When she passes over the brink, pulling Belgium and perhaps Britain after her, the keystone of European Capitalism will have fallen. After that the arch will crumble rapidly.

The Stability of Russian Finance

SURPRISE has been expressed in many quarters at the stability of the Russian Government. No student of the economic basis on which the Soviet Government is founded will feel any such surprise—quite the reverse, he will regard it as the most natural thing in the world.

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Scott Nearing.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)
PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

French Nationalism in 1923

By Charles Rappoport

THE nationalist year of 1923 began, in spite of the calendar, on the 11th of January, the day when to the great scandal of world opinion Poincare declared "pacific" war against Germany by causing the invasion of her greatest industrial region. The pretext was to force Germany to pay reparations, but that was only a pretext. There are two profound reasons for French nationalism; one of them is the desire of the French capitalists either to ruin German industry or to compel the German capitalists to divide their wealth with the French capitalists. The other reason is of a political nature. Nationalism has become an industry and a good business for an entire category of politicians. Before the war it was revenge for the defeat of 1870 upon which the Derouledes, the Boulangers, the Barres, the Rocheforts, and all and sundry, together with the military camarilla, lived. After the war it is the exploitation of the victory of all the Allies, to the exclusive profit of nationalist and imperialist France.

French capitalism was always lazy and lacking in great initiative. It is first of all a capitalism of landlords, rentiers, idlers and usurers, living on state loans. The publication by 'l'Humanité, organ of the French Communist Party, of innumerable documents found in the archives of the Soviets, proves admirably how the great capitalist press urged the parsimonious French to deliver their savings to the Czarism threatened by the revolutionary movement, for the reward of large profit. France was the banker of all the great and little states of the world.

The great metal industry had a press of its own. The brother of the famous "Tiger," Mr. Clemenceau, was employed as an engineer in the immense factories of the munitions maker Schneider, and Mr. Clemenceau's newspaper, "l'Homme Libre," which in spite of the talent and the name of its director had very few readers, was supported by the great metal interests.

The war entirely emptied the treasury of the French state which has more than four hundred billions of debts, of which three hundred billions are foreign debts. Instead of exploiting the immense wealth contained in Alsace-Lorraine, returned to France, (potash and minerals representing three hundred billions of francs in this region alone), the France of Messrs. Millerand and Poincaré, these two inauspicious men in the service of nationalist and capitalist reaction, considers the victory of the Allies as a French title to income. The French state has squandered numberless billions in the northern region, not to repair devastated homes of the workers, but to enrich great factory proprietors and adventurers of all sorts. It has also expended immense sums in Syria and Morocco, and in all sorts of armaments, in sustaining an army the strongest in all Europe in proportion to the population, and in distributing hundreds of millions to the Rumanians, Poles and Czecho-Slovaks to arm them against Soviet Russia and Germany.

The consequences are not slow to follow. The franc has begun to fall with breathless speed. It has lost three-fourths of its pre-war value. The cost of living has become very high and increases every day. The functionaries who in France form a large part of the population, nearly four millions with their families, complain of being poorly paid, and demonstrate against the state. Recently we have seen even the guardians of order, the police, provoke great disorders.



André Marty

Recently liberated leader of French sailors who mutinied on being ordered to attack Soviet Russia.

France, which before the war had a budget of five billion francs, even this being considered at that time a "Himalayan budget," has at present a budget of nearly fifty billions, that is ten times higher, only half of which is covered by taxation. For the rest, is is continuous borrowing. For all of these follies Germany must pay. Not being able to reconstruct France, French nationalism destroys Germany and easily consoles itself by imagining that it will thus assure eternal security against an enemy who might take revenge for the defeat suffered in the great war. Needless to say—it is a fact known to all the world—the French policy is a great danger for the peace of the world and renders European insecurity chronic, thus preparing new world-massacres.

All of the Bourgeois parties, including the Socialist party, ally of the bourgeois Liberals (radicaux), support the nationalist policy of Messrs. Poincare and Millerand or oppose it very half-heartedly. Only the Communist Party and the revolutionary unions carry on systematic campaigns against the French nationalists' policy of war and ruin. If this party, which is from the point of view of organization and conscious solidarity of the masses the strongest of all political parties, has not yet arrived at sufficient strength to paralyze the execrable reaction of nationalist and imperialist France, this is explained by two reasons:

1. France continues to be a country of the petty bourgeoisie, of small proprietorship, with a feeble proletariat.

2. The many betrayals by the Democrats and by the Social Democrats, who in order to attain either power or votes, sacrificed their programs and their ideas.

Meanwhile, the disastrous consequences of the policy of which we have just made an all too brief resume become daily so evident that one hopes the approaching election may mark the beginning of a movement hostile to this nefarious policy. Messrs. Poincare and Millerand are our best propagandists.

France Is Next

By Scott Nearing

THERE are three stages in the financial decay of a modern empire; in the first stage bills are paid out of tax receipts; in the second bills are paid by borrowing; in the third bills are paid by issuing paper money. Britain is in the first stage; France is well through the second; Germany has nearly completed the third. When the final stage has been passed, the empire is bankrupt.

Within the past decade Russia, Austria, Poland and some of the lesser European countries have passed through these stages of financial dissolution. Today France, following closely on the heels of Germany, is treading the same course. How long will it be before the franc follows the mark?

Last year France floated bonds and short term loans with which to meet her 20 billion francs deficit. Today her 5 per cent 1931 National Loan bonds are selling in New York at $39, while her 8 per cent External Gold Bonds due in 1946 are quoted at $97; francs are quoted in New York at about one-quarter of their pre-war value; France is paying 8 per cent to get money for which commercial firms pay 5 or 6. France is planning to make a 13 billion franc loan early in January, 1924. After that her 19 billion franc deficit for 1924 will be met by the printing press.

The New York Times, in a recent issue, published an article affirming that the French Budget for 1924 balanced, with a surplus of half a billion. This is true of the **general budget.** Additonal **special** budgetary items convert this apparent surplus into a deficit of nearly 20 billion francs.

France is spending nearly 45 billion francs per year. Her regular revenue for 1923 yielded 23 billion francs or about half her expenditures. The deficit was paid by borrowing. Today French credit is virtually exhausted. This fact appears in the prices of French bonds and in the depreciation of the franc. Were it not for the fact that the French government has been buying francs steadily for weeks, and thus pegging up the market, the franc would have slipped below 5 cents many weeks ago.

A survey of the obligations carried by the French Government reveals its utter instability. At the moment its liabilities are about 430 billions of francs, distributed as follows:

Pre-war debt	25	billion francs
War loans	120	" "
Short term loans	114	" "
Owing Bank of France	24	" "
Foreign debt	124	" "
Miscellaneous	23	" "

If France were to pay 5 per cent on these obligations the interest charge alone would require 21.5 billion francs or nine-tenths of her total income. She escapes the difficulty by paying no interest on her debt to the U. S. and borrowing to meet her other obligations.

Since the war France has been operating a large Empire; maintaining an army of three-quarters of a million; building the largest air fleet in the world; lending more than 6 billions of francs to Esthonia, Lithuania, Poland, Czecho-Slovakia, Jugo-Slavia, Roumania, in order to maintain her pan-European control; occupying the Ruhr and cursing European public life with her domination. **This has cost France more than the war.**

The pre-war debt of France was 25 billion francs. For subsequent years the debt was:

1919	144.8 billion francs
1923	430. billion francs

The four years of peace-time imperialism (1919-1923) have proved even more expensive than the five years of war.

France has reached the end of her rope. She has sped in ten years from a position of financial solvency and continental preeminence, to the verge of bankruptcy. When she passes over the brink, pulling Belgium and perhaps Britain after her, the keystone of European Capitalism will have fallen. After that the arch will crumble rapidly.

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The Revolutionary Party

By C. E. Ruthenberg

AFTER four years of persistent struggle, during which the Communists wandered along many by-paths, there has come into being in this country a Communist party which has learned how to reach the workers, make itself part of their struggles and to become a leader in those struggles.

At the second convention of the Workers Party at the end of 1922 it was already clear that the Party had formulated correct policies. But little had been done in the actual application of those policies. The past year has been a period of putting those policies into effect, of actual work, of achievement, of establishing the influence of the Party and building a following among the workers.

From its Third National Convention, held at the beginning of 1924, the Workers Party emerges as a growing political force in the life of this country.

I.

The task which the Communists of this country have set themselves is of Herculean proportions.

We have in the United States a social system more firmly rooted than anywhere else in the world. The industrial order upon which it rests has reached a development which is gigantic, and unrivaled elsewhere. The ruling class in this country possesses wealth and power which has not been equalled in human history.

Here are thousands upon thousands of factories, mills, mines, railways, steamship lines, stores, banks, all the enormous, monstrous, intricate machinery of production and distribution upon which one hundred and ten million people are dependent for their livelihood, owned and controled by the exploiting, ruling class. Here exist tens of thousands of newspapers, magazines, schools, colleges, churches, moving picture theatres, all of which are cleverly exploited to shape the thoughts and ideas of the people in support of the existing social order and the industrial system upon which it rests.

The fact that this social system was created in a virgin land, that we have no past history of the uprooting of an old social system and the establishment of a new, such as that which replaced the feudal system in Europe with capitalism, is an added element of strength for the capitalist system of the United States.

The state power which expresses the rule of the capitalists had its origin in events which have given it added elements of strength. Our governmental institutions had their birth after a revolution. That a counter-revolution intervened is hidden from the masses. With the supposed revolutionary origin of our government as a basis it has been easy to foster the illusion that it is "a government of the people, by the people and for the people."

To this economic power, the tradition of the rights of property, the tradition of the capitalist system as the only possible method of production and distribution, the tradition of the government as a government of the people, add the organs for repression, laws and courts, police, the army and navy—and the picture of the strength of the existing social order is overpowering.

This powerful, colossal capitalist order the Workers Party of America is fighting to overthrow and to replace with a new social order. The twenty-five thousand men and women who are today the members of the Workers Party dare hope—nay, believe, are certain—that in spite of the power of the capitalists, they will win in this struggle and establish a Communist social order in the United States.

Truly this is the epic struggle of the ages—the great adventure. Twenty-five thousand workingmen and women stand in battle array against this mighty colossus of capitalism. Their means of struggle are the meagre funds spared from the scanty living capitalism grants them, their intellectual ability, and — **a social science.**

Let us look at the 25,000—the members of the Workers Party—on the road to the victory over capitalism.

II.

Other organizations have set as their aim the creation of a new social order in the place of capitalism. It will, by contrast, throw some light on the principles and tactics of the Workers Party, if we first examine their principles.

The Socialist Party, which once had a hundred thousand members and polled a million votes for its presidential candidate, stated as its aim the establishment of a cooperative commonwealth. Its method of achieving this was theoretical propaganda about the beauties of the cooperative commonwealth, through which it hoped to educate a majority of the workers to an understanding of the need of the new social order and thus to win their support. To this theoretical propaganda it added a long list of abstract demands, the enactment of which were slowly to transform capitalism into the cooperative commonwealth.

The Socialist Labor Party, and its latest prototype, the Proletarian Party, both believe that they can educate the voters through abstract propaganda to an understanding of the necessity of replacing capitalism with socialism. Educate a majority in the theory of surplus value, educate a majority to an understanding of the beauties of the cooperative commonwealth, and some fine day you will achieve it. To this conception the Socialist Labor Party added the idea of theoretically perfect industrial unions which were to aid in the achievement of the cooperative commonwealth.

The Workers Party, too, states its goal to the workers —the achievement of a new social order. It holds before the workers the ideal of Communism. It seeks to educate the advance guard in the basic principles of Marxian science. But these are the only points of similarity between its methods and those of the organizations referred to above. The Workers Party does not believe that a majority will be educated to an understanding of the theory of surplus value nor that they will be inspired to overthrow capitalism by the beauties of an abstractly presented cooperative commonwealth. Its methods of struggle are based upon quite a different conception.

"The history of all hitherto existing societies is the history of class struggles" wrote Marx in the Communist Manifesto of 1848. That is the key to the policies of the Workers Party, and of all communist parties.

In the capitalist United States the people are divided into economic classes with clashing economic interests. There is not only the main economic division of capitalist and proletarian, employer and employee, but there are the working farmers, the small shopkeepers, the professional groups, yes, even within the capitalist class there are economic groups with clashing economic interests.

The guiding principle of Communist policy, of the policies of the Workers Party, is to use the class struggles growing out of these conflicting economic interests to mobilize the forces which will wrest from the capitalists the state power through which they maintain their system of exploitation, and to use the power thus gained as the instrument to transform capitalism into communism.

This does not mean only a campaign on the basic economic issue which sharply divides the interests of the capitalists and the workers—privately owned industry operated for profit-making purposes, versus socialized industry operated for service. The conflict between economic groups in capitalist society manifests itself in continuous struggles over immediate questions. The workers fight for better wages and working conditions. They engage in struggles against restrictive laws, against injunctions, the use of the armed power of the government against them. The farmers fight against high railway rates, against the trustified marketing interests, against the banks which hold the mortgages on their land; they seek legislative action to improve their economic position.

These daily struggles are the starting point of the Communist struggle for the overthrow of capitalism. By entering into all of these struggles which grow out of the every day life of the exploited groups, by championing the cause of the exploited, by becoming their spokesmen, winning their confidence, the Communists establish their leadership of all those who suffer under the whip of capitalism. Thus the Communist Party combines under its direction all the forces in opposition to the capitalists in preparation for the day when the sharpening economic conflict will enable it to mobilize these forces for the blow which will make an end to the capitalist power.

III.

The reports and resolutions of the Third National Convention of the Workers Party graphically illustrate the practical application of this policy and the growing strength of the Workers Party as a revolutionary force.

The sharp conflicts between the industrial workers and capitalists over wages, working conditions and during the recent years the right to organize, conflicts in which the government has appeared regularly as the agency of the capitalists fighting the workers, the farm crisis which has bankrupted millions of farmers, have developed a widespread movement for independent political action through a farmer-labor party. The Workers Party has been in the forefront of this movement. Through its aggressive campaign, through the struggle it waged at the farmer-labor convention, the Workers Party has greatly extended its influence among both industrial workers and farmers, and today it holds a position of leadership in the movement for a mass farmer-labor party which will fight the political battles of the industrial workers and exploited farmers.

In the trade unions the reverses of recent years have created a demand for more effective organization. The Workers Party stands before the organized workers as the exponent of amalgamation of the trade unions into industrial unions and a more militant leadership in their struggles. Representatives of hundreds of thousands of workers have voted in conventions in support of these proposals of the party, and these workers see in the Workers Party the leader in the struggle to create more effective fighting organizations upon the industrial field.

The capitalist government aims a blow at the whole working class in its proposal to register foreign-born workers and for selective immigration. These measures would create a class of coolie labor so tied down with restrictive legislation that it would be unable to offer resistance to the exploiters. The Workers Party through the action of its second convention, re-affirmed by the third convention, takes up the cudgel in defense of the foreign-born workers and of the standard of living of the whole working class in its campaign for protection of foreign-born workers.

The working farmers of this country are facing a crisis which is deeper than ever before in the history of this country. The convention resolution analyses the situation of the poorer farmers and raises the demand of a five-year moratorium for farmers and the ownership of the land by its users.

The Negro workers of this country are an especially exploited class. The Workers Party initiates a campaign against all forms of discrimination against the Negroes and will assist them in organizing their strength to make an end to these discriminations.

American "Irelands," "Egypts" and "Indias" are appearing as a result of the advance of American imperialism. The Workers Party sees in the national groups exploited by American imperialism in the West Indies, Central America, Hawaii and the Phillipines its natural allies in the struggle against the centralized, imperialist capitalist government at Washington and it raises the slogans of independence for the victims of American imperialism and endeavors to rally the masses of this country in support of these slogans.

Soviet Russia is a sword thrust straight at the heart of capitalism throughout the world. Its flag is the inspiration and rallying point of the exploited everywhere in the world. The Workers Party takes up the fight in support of Soviet Russia in its struggles against imperialist attacks.

IV.

Thus there is being created a growing revolutionary force in American life. The capitalists hold in their hands a mighty power. But within the capitalist order are generated those forces which weaken and disintegrate that power through the process of the continuous class conflict which capitalism engenders. What is needed is the organization which can combine for the struggle against the capitalists all the forces of opposition which it creates. That organization is here—a Communist party, the Workers Party of America.

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PUBLIC ARCHIVES
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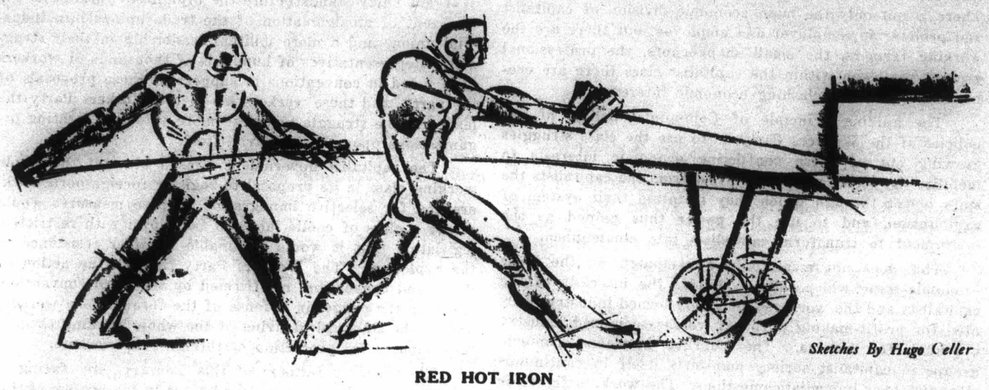
CANADA

Inferno 1924

The Pennsylvania Iron Region. By Hugo Gellert



Sketches By Hugo Geller

RED HOT IRON

GREY, birdless skies. . . Rivers the fish cannot live in. . . Black stacks vomit black smoke. Black sheds cut each other out of sight. Telegraph poles. White steam covers everything. Endless steel rails run to the east and to the west. . .

* * *

A man knocks the mouth of the blast furnace open. A mighty roar, a blinding flash, and the molten ore breaks forth. It flows through ditches into the waiting ladle. Heavy sulphur fumes rise into the air. The men watch the course of the molten metal. They step across the narrow ditches and hustle to prevent their being clogged.—A misstep, and a foot is off; it melts away like snowflakes on a window pane. . . When the ladle is full they top it with a shovel of coal. A thousand stars shoot into the air as the fine coal touches the golden liquid.

* * *

The roaring iron is forced under the roller. A man catches it. Sends it back. The man on the other side. . . he has the iron. The man on this side. . . he has it now. Now one. . . now the other. . . again. . . "Quick! Quick!" It is piece work. The heater shoves it back into the furnace. His red body, shining with sweat. "Quick! Quick!" Under the roller. . . One, two. . . one, two. . . the iron is stretching. . . "Not too quick. . . If we spoil the plate, there'll be no pay for the work."

A glass case stands at the entrance of the mills with the following inscription: "Every article is made of our tin plates" . . . Ladies' powder boxes . . . boxes for sweets, painted. Pictures of pretty flowers and birdies on them.

* * *

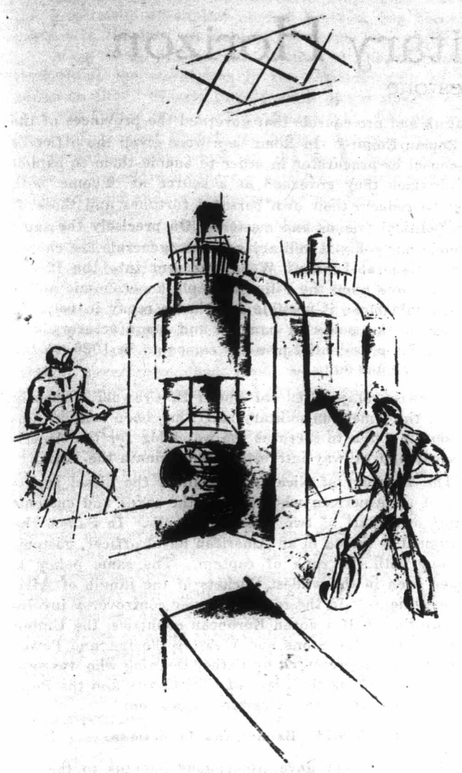
Heavily laden trucks roll across the steel bridge. I feel it rise and sink under the weight. The elastic steel stretches and contracts as the bridge swings gently from side to side.

Laces, the finest of them, seem stupid to me. It irritates me to think of the effort wasted on them. Patient, accurate work that can be put to better use.

The bridge teaches me to appreciate lace—lace of steel. Heavy threads of steel interlocking and interchaining. Black steel lace against the light of the sky.



Liquid Metal



Rolling Sheet Metal

* * *

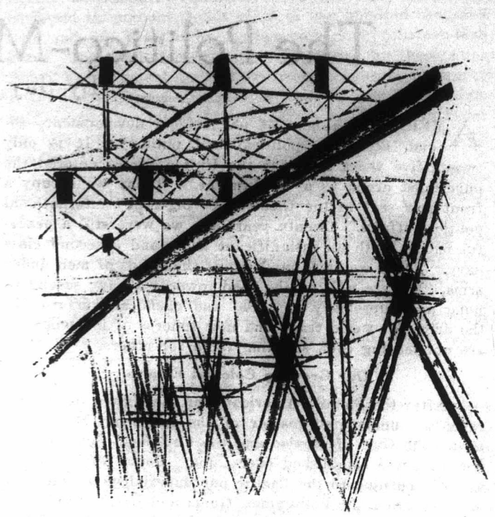
Flat bottomed barges float at the river bank. Great electric shovels suspended on cranes swoop down and bite into their cargo. Huge magnets lift a half dozen of the two-hundred-pound pigs of iron and dispose of them at will. Freight cars are hoisted into mid-air, turned over and emptied, then placed back on the rail. Steam hammers work busily up and down, shaping the iron like butter. Machines make wire and sheets of steel—and machines make machines . . .

Machine: living architecture. The miracle of Man. Created by him to make himself master of the earth, the waters and the skies.

* * *

Three shifts. Men rising in the grey dawn . . . Men rising when the Sun is high . . . Men rising at midnight . . . Men crawling home from work. A few drinks . . . An occasional movie show . . . An occasional leg show . . .

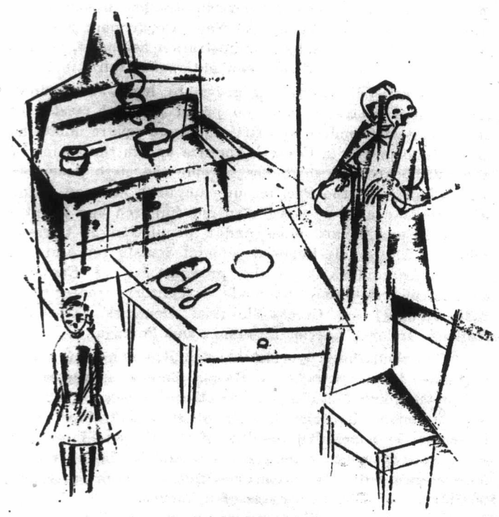
Dingy holes,—workers call them their homes. Ill smelling kitchens . . . Stuffy bedrooms . . . Unkempt women . . . Unhappy children . . .



The Bridge

* * *

Dead trees stretch their withered arms toward the birdless sky . . . Rivers the fish cannot live in . . . Man is the only animal who could live in this country.



A Kitchen

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PUBLIC ARCHIVES

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CANADA

The Politico-Military Horizon

By Jay Lovestone

AMERICA is a land of phenomenal development—social, economic, political and military. It is only twenty-five years ago that the United States entered the imperialist arena as a "Weltmacht." Today we occupy a front row seat in the theatre of "big-stick" international political affairs. Twenty years ago we were still a peaceful nation, with an insignificant army and a second class navy. Today we have hundreds of thousands of men under arms. We are well on the road towards a navy second to none and supremacy in aerial and chemical warfare. In the drive for world trade and new spheres of influence we are not leaving even standing room for others.

Our Growing Colonial Empire.

After the Spanish-American war the United States became the undisputed master of the American Mediterranean—the Gulf of Mexico and the Caribbean Sea. A protectorate was established over Cuba. Porto Rico was annexed. Turning to the Pacific our imperialists gobbled up in quick order the Philippines, Guam and Hawaii, and thus secured control of the gateway to the prize market of the Far East where more than eight hundred million people live.

Then followed the complete domination by the United States of the Central American Isthmus through the successful engineering of the revolt of Panama against the Republic of Columbia. After securing "general supervision" of the new government and unrestricted control of the canal zone, the capitalists proceeded to establish their hegemony over Nicaragua and their mastery of the alternative canal route. Scarcely had the ink dried on Wilson's democratic notes, when American troops dissolved the Haitian parliament. Today the Navy Department with the full force of the Coolidge administration behind it, is mercilessly crushing the Republican nationalist spirit in Haiti.

Our colonial empire has grown by leaps and bounds. The United States is now the proud political master of more than one hundred and fifty thousand square miles and ten million people in Central America and in the region of the Caribbean Sea which has become the sixth American Great Lake. In the Pacific our capitalists have an island empire of an area of more than one hundred and twenty-five thousand square miles and a population of thirteen million. This whole imperial colonial domain represents a total area equivalent to the present size of England, France, and Belgium combined—a territory greater than that occupied by Czecho-Slovakia, Denmark, Esthonia, Holland, Ireland, Latvia, Lithuania and Portugal.

This flourishing, youthful colonial empire of today resembles in many ways the Roman Empire of yesterday. The outstanding feature of resemblance between what was once the mighty imperial Republic of Rome and what is now the capitalist imperialist republic of the United States, lies in the management of their colonies and in their common interference with the domestic affairs of their governed territories and various spheres of influence.

The American military governor-generals who rule our colonial possessions are the exact prototypes of the pro-curators and pro-consuls that governed the provinces of the old Roman Empire. In Rome men were given the office of pro-consul or procurator in order to enable them to exploit the province they governed as a source of income with which to redeem their own personal fortunes and those of their political friends and masters. On precisely the same principle our colonial military governor-generals are chosen today. General Leonard Wood was sent into the Philippines to force upon the Filipino people an economic policy which would make it possible for him to repay in valuable concessions the powerful bankers and manufacturers who financed his presidential primary campaign in 1920, to the extent of $2,000,000.

Likewise, Major General Enoch H. Crowder, formerly chief of the American military staff, has been sent as ambassador to Cuba to serve as the watchdog for the American sugar and railway interests that dominate the island.

The Treasury of Nicaragua is under the direct supervision of an American who receives the taxes and customs receipts on behalf of two American banks. In Samoa the government is vested in an American naval officer, customarily one with the rank of captain. The same policy is pursued even in the wildest thickets of the jungle of African investments. In the recent Tangier controversy involving more than half a dozen European countries, the United States, (that is, the Stone and Webster Electric and Power interests,) was represented by Father Denning who was supposed to be bringing the Light of Christianity and the Power of the Saviour to the backward tribesmen.

The World's Banker and Tradesman.

The World War gave tremendous impetus to the expansion of American industry and commerce. America became the leading manufacturing, trading, and banking nation of the world. Theoretically one might still contend that we are a self-sufficient nation. But practically we are today dependent, if not for keeping our industries going, at least for keeping them going at full capacity, on the world market. Our wheat farmers of North Dakota look towards Liverpool for the price they are to receive for their produce. The cotton growers of Alabama and the steel workers of Pittsburgh are becoming ever more dependent on Manchester and the continental markets of Europe.

The World War has increased the dependence of the United States on the world market for the disposal of the surplus created by the American workers. From 1914 to 1919 the number of our industrial establishments rose from 275,791 to 290,105.

America has been turned from a debtor nation into a creditor nation. In 1915, the European capitalists held close to three billion dollars worth of United States railway stocks and securities. Two years later more than half of these holdings passed into American hands. Ten years ago one-fourth of the stock of the United States Steel Corporation was held in Europe. Today less than one-tenth is in European hands.

Our foreign trade has increased three-fold. Through the investment of capital abroad America has become a partner in the fate of the capitalist order the world over.

More than 72 percent of the petroleum produced throughout the world was in the financial grip of Wall Street in 1917. Nearly three-fourths of the world's supply is in the United States. Thus America has become, in the words of a noted French economist, "an economic centre in connection with which all the world must work and trade." American democracy now truly rests upon a monarchy of gold and an aristocracy of finance.

Militarizing America.

The rule of dollar democracy by our financiers and industrialists at home has been translated into a rule of dollar diplomacy in our spheres of influence and colonial possessions. In order to maintain control of our growing imperialist empire and in order to question any possible opposition at home to the capitalist ventures, the United States government has been steadily developing and strengthening its military and naval machines. In the past ten years the cost of our national defense has more than doubled. Our army has increased in the last decade from 212,000 to 371,770. In the same period the total number of citizens under military training has increased from 243,865 to 504,010.

The National Defense Act of June 4, 1920, provides for one huge army consisting of the Regular Army, the National Guard, the Organized Reserves, including the Officers Reserve Corps. The country has been divided into nine military territorial areas. According to General William Lassiter, Assistant Chief of Staff, this plan "will provide a force of about three million men" and give the country "for the first time, a comprehensive plan for developing the force required for national defense." Last year the government spent more than three million dollars to train young men in schools and colleges in order to build up a potential officer's military caste consisting of members of the wealthy class and specializing in the propaganda of militarism. Under this Act the United States has attained a mark in militarism never before attempted in times of peace.

Our government is also prepared to mobilize for war at a moment's notice the gigantic industries of the country. In this mobilization the business and professional elements, the engineers and the chemists, will play the leading role.

American Navalism.

Admiral Mahan's dictum that "He who controls the seas controls the world," has long been adopted by "leading" Americans as the proper policy for the United States. The practical implication of this was brought to light in a speech delivered recently by Assistant Secretary of the Navy Roosevelt: "Behind all the pronouncements of our State Department rests the power of our Navy. It is the Navy that turns these pronouncements from simply unsupported statements into matters that must be given the gravest consideration by all nations. Our policies, in truth, are based on the Navy. Indeed, the Navy is the cornerstone on which rest the Monroe Doctrine and the policy of the 'open door.'"

The United States has invested more than three billion dollars in her Navy. America is the only country in the world that has an electric battleship fleet. This fleet of six battleships, electrically propelled and electrically equipped throughout, totals close to two hundred thousand tons and has forty-eight sixteen-inch and fourteen-inch guns. The total electric energy generated by these ships would be sufficient to pull forty-eight electric passenger trains out of Grand Central Terminal in New York, pump sufficient water out of Lake Michigan in Chicago to lower the level of the lake ten feet a year, or light an ordinary household Mazda lamp for 657 years.

No one has taken the Washington Conference's Five-Power Naval Limitation Treaty seriously. The naval ratio of 5-5-3 was upset before the powers that signed it had a chance to ratify it. We are now specializing along the lines of auxiliary craft—submarines and fast cruisers—not specified in the pact. The General Board of the United States Navy is demanding the expenditure of one billion dollars for new submarines and fast cruisers. The present fever of naval competition rages around submarines, chemical warfare, and aerial supremacy.

For a Huge Aerial Armada.

Today the United States has eight hundred service planes and a personnel of thirteen thousand aviators. Vigorous preparations are afoot to assure American aerial leadership. Coolidge sent a special message to Congress in which he emphasized the necessity "of providing for continued development of military and naval aviation if America is to keep abreast of other nations." The Supreme Council of National Defense is planning to mobilize the entire aircraft industry and give factories a definite program requiring an appropriation of forty million dollars by Congress. Plans are being formulated to establish aeronautical forces for the Naval Reserve and the National Guard.

And despite all the recent outbursts of morality against the use of poisonous gases in warfare, our chemical laboratories are working overtime experimenting with deadly fumes. It is said that our chemists have designed a uniform capable of resisting penetration of gas. All particulars regarding the advance in chemical warfare are kept in the strictest secrecy.

The Gold-Dust Twins of Capitalism.

Militarism and imperialism are the Gold Dust Twins of Capitalism. With the development of imperialism the capitalist classes of the various nations become more and more dependent on violence to maintain their positions as ruling classes at home and exploiters of the smaller and weaker nationalities abroad. The rise of monopolies and financial oligarchies on one side and increasing armies of workers massed in the highly developed, big, basic industries on the other side, tends to sharpen the class conflicts and therefore necessitates maintenance of huge military and naval forces in the imperialist stage of capitalism.

Militarism promotes in the worker a spirit of servility and causes him to submit more readily to economic, political and social exploitation and oppression. The capitalist case for militarism was stated with rare frankness by Secretary of War Weeks in his last annual report when he said: "It should be our national aim to secure to our national industries as many men as possible who have had **the military training which leads to improved cooperation.**" One of the letters of appreciation received by Mr. Weeks from a big business man puts the case rather bluntly in

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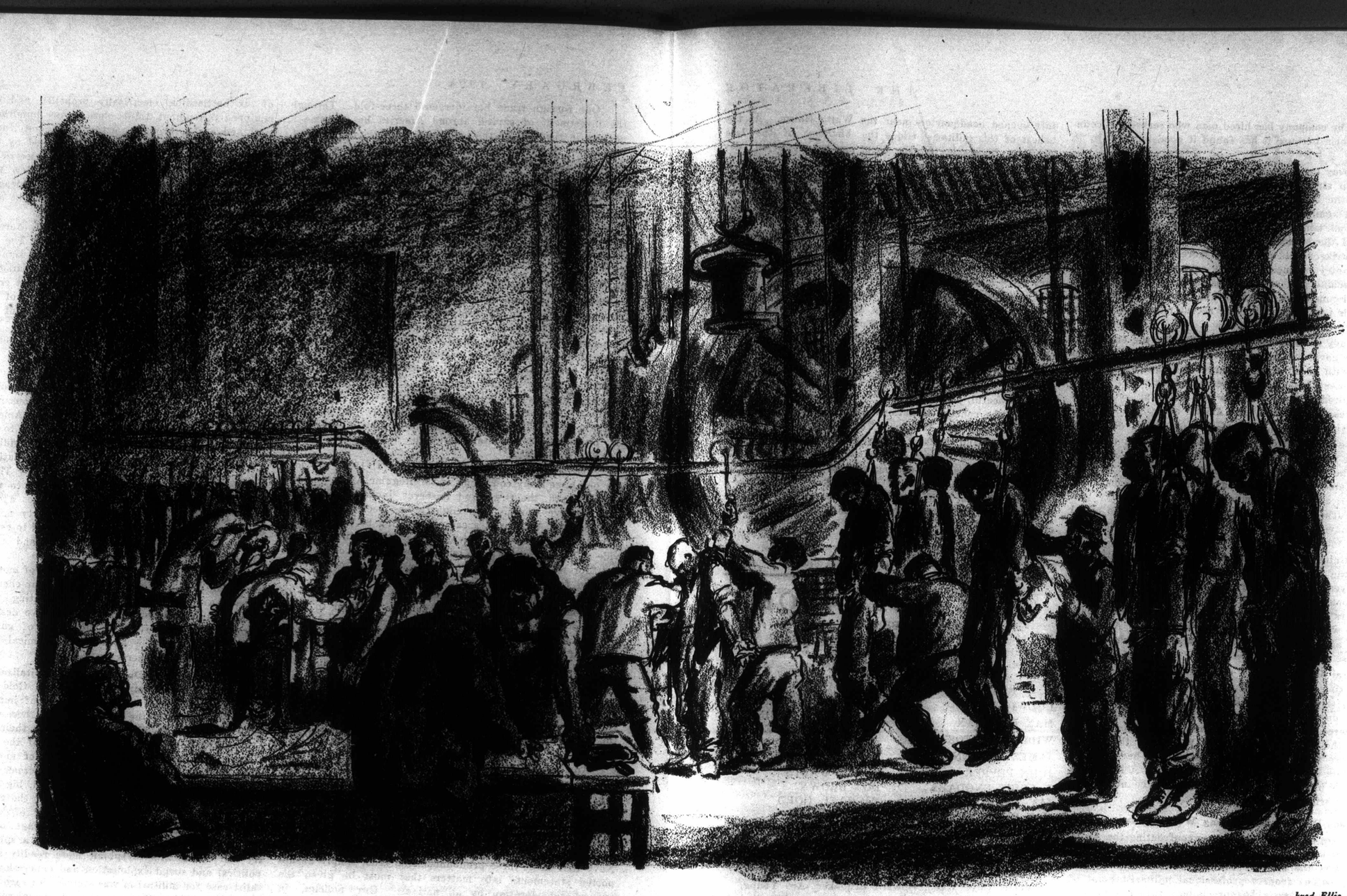

Ired Ellis

Selective Immigration

All imported meat must be stamped with indelible ink: "Docile. No Labor-Union or Communist Tendencies."

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saying: "The company has hired men who served the country in uniform because it has found it good business to do so."

The army has rendered inestimable aid to the employing class in strikes. During the fiscal year ending June 30, 1923, the National Guard was mobilized and thrown into action against striking textile workers, railway workers, and coal miners in twenty-one states. Various subdivisions of the National Guard served at different points on these strike fronts a total of more than six thousand days. Infantry regiments, cavalry squadrons, artillery battalions, machine gun squads, coast and anti-aircraft artillery, signal companies, and tank and howitzer detachments played their part in crushing the recent national strikes in America.

The navy is doing more than its bit for the employing class. Our naval leaders have divided the world into seven sea areas with an admiral in charge of a squadron in each area to protect American commerce and citizens. At this writing United States squadrons are operating actively in the Caribbean, Near East, and Asiatic areas.

In 1919 the government spent four million dollars to maintain several destroyers in Constantinople in order to protect the extensive tobacco and oil interests of our capitalists in the Near East. Discussing this situation, Captain Luke McNamee, Director of Naval Intelligence, declared: "The American tobacco companies represented there (at Samsun, Turkey) depend practically entirely on the moral effect of having an American man-of-war in their port to have their tobacco released for shipment".

The United States maintains a naval patrol of gunboats on the Yangtzee River at the cost of three million dollars a year to guard our capitalist interests in China. We may look forward to increased activity by our fleet in these waters in order to protect the thirteen million dollars in Chinese wireless stations, recently invested by American capitalists against the combined Japanese, British, Danish and Chinese protests.

Admiral R. E. Coontz, Commander-in-Chief of the Fleet, has time and again boasted that: "Naval forces are maintained throughout the Caribbean Sea for the purpose of keeping down revolutions, protecting life and protecting our commerce." The "Special Service Squadron" maintained by the government in these waters, at the annual cost of more than three million dollars, has been dubbed by the sailors doing duty as "banana-boats". A large part of America's imported fruit comes from the countries bordering the Caribbean.

Serious Dangers Confronting Working Masses.

There are many serious dangers confronting the American working and farming masses. Army and navy officers are addressing the country with increasing frequency on political questions from a professional militarist point of view. Secretary Denby has proclaimed through the National Security League that: "We must have aircraft with our fleets in such numbers as at least to be equal to any enemy." Secretary of War Weeks is demanding an increase in our military forces.

An even more dangerous situation is likely to grow out of the recent revival of the Navy League, which has just opened headquarters near the White House. At the behest of this militarist clique the birthday of the late Theodore Roosevelt, October 27th, has been officially declared as national Naval Day.

More than two hundred twenty-five warships and aircraft are now engaged in fleet manoeuvres in the Caribbean Sea and the Canal Zone. The General Staff of the War Department is vieing with the Navy Department in these dress rehearsals for new raws. Some time after the coming elections four hundred thousand men will be mobilized at their home stations in the first important display of military force under the National Defense Act.

Further dangers of new imperialist entanglements made by our capitalists, lurk in the sending over of the three Banker-Generals; Dawes, Young, and Robinson, the latter two being agents of the Morgan interests, to participate in the Reparations settlement in Europe.

The American workers and farmers must awake to this growing menace of war. The United States is no longer the peaceful, provincial country that it was many years ago. In the concert of nations American imperialists are playing second fiddle to none. The new America is today the strongest and the most aggresive capitalist power. Unless the working masses of our country organize to rid themselves of this death-dealing scourge of militarism, we will soon be in the throes of another world slaughter—a war that will cost thrice the forty billions the last one cost us, a war that will maim and kill millions of our best workers and farmers.

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A New Page in Mexico's History

By Bertram D. Wolfe

ONCE more the way of Democracy goes by the board in solving the problem of the Presidential succession in Mexico. One more election is being decided on the field of battle. For a year now, every one interested in things Mexican, has been asking: "Will there be a democratic election? Will the tradition of bullets yield to the theory of ballots? Has the period of peaceful reconstruction really set in?"

It was hardly to be expected that the answer would be affirmative. In the whole long history of Mexico, thanks at times to personal ambition, at others to the interference of American, English or French capital, more recently as a result of overpowering popular aspirations, the presidential palace, to use the forceful phrase of president Obregon, has been "the ante-chamber to the cemetery." True that Juarez who conquered his place by force, fighting against Catholic hierarchical domination on the one hand and French intervention on the other, gave up the power peacefully to the legally elected Lerdo de Tejada. But Lerdo de Tejada perished in the revolt financed by American capital when he granted all railway and many other important concessions to English firms. His successor, Diaz, peacefully surrendered the trappings of office to his own tool, Gonzalez, for one term in order that under the latter's administration the one-term law might be amended, and then he engineered his own re-election for a period of thirty-two years. Since his violent overthrow in 1910 every election has been decided as in the days of the Roman emperors, by the armies in the field.

This time, it looked as if the election would be peaceful. With Villa dead, there was only one **caudillo** or idolized popular military leader of importance left in Mexico, and he was the president of the country, Alvaro Obregon. The only **"caudillo"** in the country who could count on army support to further his personal ambition—and frankly without personal ambition to succeed himself. His slogan of revolt had been "Effective suffrage—no reelection" and when his revolt against Carranza proved successful, he continued to take his slogan seriously. To impress it on the minds of the Mexican people, he ordered that every official government communication, even an announcement of a tax levy, should end with the words "Sufragio efectivo; no reelección." As in Russia every government document and the paper money bears the motto: "Workers of the World Unite!"

Up to a few months ago, there was only one candidate of importance in the field, Plutarco Elias Calles. Both the Cooperatista Party and the Laborista Party had offered him the nomination. The "big three" were a unit, for both De La Huerta and Obregón looked with favor upon Calles' candidacy. Only the landowners opposed him and scurried about in vain looking for a life-sized figurehead. They wavered between De La Barra, who represented fascism—not in a black shirt as in Italy, but in a white vest—;Madero, millionaire and fertile source of possible campaign funds, who would trade on the revolutionary name of his martyred brother; Zetina, also a millionaire and generally known as the Henry Ford of Mexico because he was skillful in keeping his shoe workers from striking; and Angel Flores, general of the Sinaloa army division and avowed enemy of the Agrarian program. But none of them could be inflated to the size of a popular figure, and the reaction was disconsolate.

* * *

Then things began to happen. The ambitious young leader of the Cooperatista party, Jorge Prieto Lorenz, ran for governor of the state of San Luis Potosi. His opponent was Manrique, Agrarian candidate supported by the Labor Party. Both sides committed irregularities. Prieto Lorenz and his friends, having the support of the former governor, used the state police and private armed forces to protect the ballot boxes from Agrarista votes. Every paper in the Capital announced his election, for every paper in the capital hated the agrarian party. He himself "admitted" his election. Two sets of returns were sent in, but the case of Manrique, supported by the whole mass of the peasantry of the state though he was, seemed hopeless; for the cooperatistas controlled the courts both of the State and of the nation. Prieto Lorenz was leader of the lower house. His party controlled the national Senate. Both congress and the courts were sure to decide the contested election in his favor. And all of the powerful newspapers were announcing that he had been elected by an overwhelming majority—the other candidate had gotten scarcely a vote.

Then the president took a hand. "There has been fraud in San Luis Potosi," he told the nation. "Both sides have committed outrages. Both sides have used force. I submit that if we are to pretend to have a constitutional government, election must be by popular vote. The constitution does not give me the right to name a governor, but it does give me the right to refuse to recognize a governor not constitutionally elected. I recognize neither candidate as governor of San Luis Potosi."

Then Calles had to choose between the Cooperatista nomination and the Laborista. He chose that of the Laboristes and split the Cooperatista party. Followed the sudden discovery that Calles, being friendly to Obregon, was an "imposition" candidate. Then De La Huerta resigned his post as Secretary of the Treasury. He announced that he might be prevailed upon to accept a nomination for the presidency if the popular demand was overwhelming. The big newspapers insisted that the popular demand was torrential. The new secretary of the treasury charged that his predecessor had left the treasury bankrupt, had misused funds, had been guilty of malfeasance in office. De La Huerta issued his defence. The new treasurer, Pani, published facsimile proofs and photographs. De La Huerta undertook a "propaganda trip" to Vera Cruz, and the day he arrived General Guadelupe Sanchez raised the standard of revolt. The next day, General Enrique Estrada seconded the rebellion in Jalisco, and the presidential election had left the constitutional field.

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General Plutarco Elias Calles
Sketched in Mexico by Maurice Becker

But let us go back a moment to see why the Cooperatistas abandoned the field in which they had once been so powerful. A little over a week before the revolt, Calles had broken the **cordon sanitaire** in the metropolitan press by acquiring **El Diario** and **El Democrata**. A day before the revolt he acquired an evening paper, **El Mundo**; and a cooperatista paper, **El Heraldo**, suspended publication for lack of support. The monthly elections for the **presidium** of the Senate showed the Callistas had a majority of two. The lower house proved to be deadlocked for the first time in its history with neither side able to muster a quorum, for which 131 deputies are necessary, whereas the Cooperatistas had only 129 and the once feeble Callistas had grown to 124. And the trend in the direction of Calles was continuing. The next day after that discovery was made, only 70 odd De La Huertista deputies put in an appearance, the rest of them having disappeared. The reason was obvious. They had abandoned the forum to take to the field of Mars. They had appealed to force. The next day the revolution broke out.

* * *

The class forces in the country crystalized instantly and completely. Although De La Huerta served as a rallying cry for the military leaders, his personality receded rapidly into the background. So did that of Prieto Lorenz who went with him to Vera Cruz. Political leaders gave way to military leaders and the uncertainness and "class reconciliation" policy of De La Huerta yielded to the resoluteness and "protection of agrarian property" policy of Guadelupe Sanchez.

If the peasants had not been sure of their attitude toward De La Huerta, they were not in doubt for a moment as to their attitude toward General Sanchez. Had he not tried to disarm the peasantry? Had he not protected the land-owners of Vera Cruz? They knew him. And partially armed as they were as the result of former revolutions and of their constitutional liberty of bearing arms, they rushed to the defense of the state Capital, Jalapa, with its little loyal garrison of 200 troops. For almost a week, thanks to the resolute aid of the peasants, that little garrison held out against a besieging force variously estimated as from 4,000 to 15,000.

A day later, Enrique Estrada revolted in Jalisco. They knew him too! Was not he the man who, when offered the position of Secretary of Agriculture by Obregón, had issued a statement of his intended policy to the press, which statement was of tendency so contrary to the agrarian redistribution activities of the existing government that the president had been obliged to revoke the appointment? Yes, they had no doubt as to him.

And if there had been any doubt as to the aims and character of the new revolutionary movement, its first act, its first shedding of blood, would have convinced the most doubting. The day after the rebellion in Vera Cruz, Herón Proal, leader of the Union of Striking Tenants of the port, was executed by a rifle squad without trial. With him were executed Luis Garcia, brother of the longshoreman mayor of the port, and Jacobo Ramirez. These three symbolized all that the land-owners hated. They were the first victims and their death proclaimed the objects of the revolting forces.

If the men who planned the uprising were counting on the dulling of revolutionary fervor as the result of several years of peace; if they were counting on the neutrality and passivity of the organized workers, they were doomed to swift and keen disappointment. Less than 24 hours after the uprising, President Obregón had received the offer of armed support from the Labor Party, the Agrarian Party, the Communist Party, the Mexican Federation of Labor, the Union of Veterans of the Revolution, and even such intellectual elements as the Students Party, the Union of Painters and Sculptors, and the Authors' Union. The exhilaration and excitement of the organized workers and peasants was intense. On all sides the cry arose: "Give us arms."

The army was equally disappointing to the rebels. President Obregón, with whimsical courtesy, ordered that the national telegraph lines be left open to the messages of General Estrada in order that he might appeal to the other division generals and minor officers and learn what they thought of the revolt.

The course that the revolt will take already seems definite. Obregón has the bulk of the army, the mass of workers and peasants, the vacillating middle class that dislikes resolute action and the timid elements even among



Maurice Becker
Fugitives from the Counter-Revolutionary Army

the reaction. The benevolent neutrality of the American financial interests that have underwritten so many revolutions here, seems assured. The bankers seem content with the recognition of the debt. The Doheney American oil interests, who must have seen the clouds on the horizon, less than two weeks ago made a loan of 10,000,000 pesos to the empty government treasury on account of next year's taxes. The revolt cannot last long.

And after...? A clear field for the presidential candidacy of Plutarco Elias Calles, supported by the Laborista, Agrarista, Communista and other parties of left tendencies; opposition only on the part of some such candidate as Angel Flores, representative of the land-owning interests, who is remaining neutral in the present crisis; a further veering toward the left of the present government and the succeeding one as they lean more heavily than heretofore upon the workers and peasants; and a forward impetus to the work of land distribution and socialization which was slowing up on account of the political power of the reactionary forces.

Full name and address of contributor must be plainly written upon each separate manuscript and upon each drawing sent to The Liberator. All contributions must be accompanied by postage for return.

Odd Lots

THE Italian Papini has said some pretty poisonous things about America and our best people were in some doubt letting him land upon our pure shores. But pretty soon they discovered that he is a renegade radical and now they are going to give him a royal welcome and let him look at Nicholas Murray Butler.

IN a meeting in New York, Fred B. Smith charged that Theodore Roosevelt "is as wet as the ocean." A man was once fined six cents for saying that about the elder T. R.

THE winners of the Bok and Filene peace prizes should meet in a world's series.

WE HOPE that Nina Wilcox Putnam will soon get her matrimonial mess cleaned up so that she can resume writing about what a bad lot radicals and foreigners are.

AT LAST an effective method has been discovered for abolishing the bootlegger. It has been suggested that he be called "the brief caser."

"MEXICAN Federals Retire on Capital"—N. Y. Times. Most people would like to do that but they can't find the capital.

ONE cannot blame a crook or bootlegger for leaving Philadelphia. The language that man Butler uses is not fit for sensitive ears.

MAYBE the Wood boys are saving up a pot to buy father a nice nomination for something.

WE MAY not be sending enough food to Germany to boast about, but it is gratifying to learn that speeches of Coolidge and Hughes are now being read to German children. It least that will help them forget their other troubles.

THE SEVEN "President" ships costing thirty million dollars have been sold by the Shipping Board for $3,850,000 to the Dollar Line which qualifies as a thirteen per cent American institution.

A PRACTICAL fireproof costume has been invented and is on exhibition in New York. It is expected that there will be a brisk demand for them among Modernist preachers who have been told where they will go.

"HURRY Home Rule, Mayors Ask State"—New York World. A hurry home rule might be called a curfew law.

"THE ONLY way you can reach the souls of some children is through the seats of their trousers, "said Judge William Lindsay of Chicago.

SOULS are being worn low this year by the knickerbocker aristocracy.

Howard Brubaker.

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Is it Possible to Fix a Definite Time for a Counter-Revolution or a Revolution?

By Leon Trotzky

"OF COURSE it is not possible. It is only trains which start at certain times, and even they don't always..."

Exactitude of thought is necessary everywhere, and in questions of revolutionary strategy more than anywhere else. But as revolutions do not occur so very often, revolutionary conceptions and thought processes become slipshod, their outlines become vague, the questions are raised anyhow and solved anyhow.

Mussolini brought off his "revolution" (that is, his counter-revolution) at a definitely fixed time, made known publicly beforehand. He was able to do this successfully because the socialists had not accomplished the revolution at the right time. The Bulgarian Fascisti achieved their "revolution" by means of a military conspiracy, the date being fixed and the roles assigned. The same was the case with the Spanish officers' coup. Counter-revolutionary coups are almost always carried out along these lines. They are usually attempted at a moment when the disappointment of the masses in revolution or democracy has taken the form of indifference, and a favorable political milieu is thus created for an organized and technically prepared coup, the date of which is definitely fixed beforehand. One thing is clear; it is not possible to create a political situation favorable for a reactionary upheaval by any artificial means, much less to fix a certain point of time for it. But when the basic elements of this situation already exist, then the leading party seizes the most favorable moment, as we have seen, adapts its political, organizational and technical forces, and—if it has not miscalculated—deals the final and victorious blow.

The bourgeoisie has not always made counter-revolutions. In the past it also made revolutions. Did it fix any definite time for these revolutions? It would be interesting, and in many respects instructive, to investigate from this standpoint the development of the classic and of the decadent bourgeois revolutions (a subject for our young Marxist savants!), but even without such a detailed analysis it is possible to establish the following fundamentals of the question. The propertied and educated bourgeoisie, that is, that section of the "people" which gained power, did not make the revolution, but waited until it was made. When the movement among the lower strata brought the cup to overflowing, and the old social order or political regime was overthrown, then power fell almost automatically into the hands of the liberal bourgeoisie. The liberal savants designated such a revolution as a "natural," an inevitable revolution. They gathered together a mighty collection of platitudes under the name of historical laws: revolution and counter- revolution (according to M. Karajev of blessed memory, action and reaction) are declared to be natural products of historical evolution and therefore incapable of being arranged according to the calendar, and so forth. These laws have never prevented well prepared counter-revolutionary coups from being carried out. But the nebulousness of the bourgeois-liberal mode of thought sometimes finds its way into the heads of revolutionists, when it plays havoc and causes much material damage.

But even bourgeois revolutions have not by any means invariably developed at every stage along the lines of the "natural" laws laid down by the liberal professors; when petty bourgeois plebian democracy has overthrown liberalism, it has done so by means of conspiracy and prepared insurrections, fixed beforehand for definite dates. This was done by the Jacobins—the extreme left wing of the French Revolution. This is perfectly comprehensible. The liberal bourgeoisie (the French in the year 1789, the Russian in February, 1917) contents itself with waiting for the results of a mighty and elemental movement, in order to throw its wealth, its culture, and its connections with the state apparatus into the scale at the last moment, and thus to seize the helm. Petty bourgeois democracy, under similar circumstances, has to proceed differently: it has neither similar wealth nor social influence and connections at its disposal. It finds itself obliged to replace these by a well thought-out and carefully prepared plan of revolutionary overthrowal. A plan, however, implies a definite organization in respect of time, and, therefore, also the fixing of a definite time.

This applies all the more to proletarian revolution. The Communist Party cannot adopt a waiting attitude in face of the growing revolutionary movement of the proletariat. Strictly speaking, this is the attitude taken by Menshivism: To hinder revolution so long as it is in process of development; to utilize its successes as soon as it is in any degree victorious; and to exert every effort to retard it. The Communist Party cannot seize power by utilizing the revolutionary movement and yet standing aside, but by means of a direct and immediate political, organizational and military-technical leadership of the revolutionary masses, both in the period of slow preparation and at the moment of decisive insurrection itself. For this reason the Communist Party has absolutely no use whatever for a liberal law according to which revolutions happen but are not made, and therefore cannot be fixed for a definite point of time. From the standpoint of the spectator this law is correct; from the standpoint of the leader it is, however, a platitude and a banality.

Let us imagine a country in which the political conditions necessary for proletarain revolution are either already mature, or are obviously and distinctly maturing day by day. What attitude is to be taken under such circumstances by the Communist Party to the question of insurrection and the definite date on which it is to take place?

When the country is passing through an extraordinarily acute social crisis, when the antagonisms are aggravated to the highest degree, when the working masses are constantly at boiling point, when the Party is obviously supported by a certain majority of the working people, and, consequently,



Maurice Becker

Mexican Peasant Dance

by all the most active, class-conscious, and devoted elements of the proletariat, then the task confronting the Party—its only possible task under these circumstances—is to fix a definite time in the immediate future, that is, a time prior to which the favorable revolutionary situation cannot react against us, and then to concentrate every effort on the preparations for the final struggle, to place the whole current policy and organization at the service of the military object in view, that the concertration of forces may justify the striking of the final blow.

To consider not merely an abstract country, let us take the Russian October revolution as an example. The country was in the throes of a great crisis, national and international. The state apparatus was paralysed. The workers streamed in ever increasing numbers into our Party. From the moment when the Bolsheviki were in the majority in the Petrograd Soviet, and afterwards in the Moscow Soviet, the Party was faced with the question—not of the struggle for power in general, but of preparing for the seizure of power according to a definite plan, and at a definite time. The date fixed was the day upon which the All-Russian Soviet Congress was to take place. One section of the members of the Central Committee was of the opinion that the moment of the insurrection should coincide with the political moment of the Soviet Congress. Other members of the C. C. feared that the bourgeoisie would have made its preparations by then, and would be able to disperse the congress; these wanted to have the congress held at an earlier date. The decision of the Central Committe fixed the date of the armed insurrection for October 15, at latest. This decision was carried out with a certain delay of ten days, as the course of agitational and organizational preparations showed that an insurrection independent of the Soviet Congress would have sown misunderstanding among important sections of the working class, as these connected the idea of the seizure of power with the Soviets, and not with the Party and its secret organizations. On the other hand, it was perfectly clear that the bourgeoisie was already too much demoralized to be able to organize any serious resistance for two or three weeks.

Thus, after the Party had gained the majority in the leading Soviets, and had in this way secured the basic political condition for the seizure of power, we were faced by the necessity of fixing a definite calendar date for the decision of the military question. Before we had won the majority, the organizational technical plan was bound to be more or less qualified and elastic. For us the gauge of our revolutionary influence was the Soviets which had been called into existence by the Mensheviki and the social revolutionist at the beginning of the revolution. The Soviets furnished the cloak for our conspiratorial work, they were also able to serve as governmental organs after the actual seizure of power.

Where would our strategy have been if there had been no Soviets? It is obvious that we should have had to turn to other gauges of our revolutionary influence: the trade unions, strikes, street demonstrations, every description of democratic election, etc. Although the Soviets represent the most accurate gauge of the actual activity of the masses during a revolutionary epoch, still even without the existence of the Soviets we should have been fully able to ascertain the precise moment at which the actual majority of the working class was on our side. Naturally, at this moment we should have had to issue the slogan of the formation of Soviets to the masses. But in doing this we should have already transferred the whole question to the plane of military conflicts; therefore before we issued the slogan on the formation of Soviets, we should have had to have a properly worked out plan for an armed insurrection at a certain fixed time.

If we had then had the majority of the working people on our side, or at least the majority in the decisive centres and districts, the formation of Soviets would have been secured by our appeal. The backward towns and provinces would have followed the leading centres with more or less delay. We should have then had the political task of establishing a Soviet Congress, and of securing for this congress by military measures, the possibility of assuming power. It is clear that these are only two aspects of one and the same task.

Let us now imagine that our Central Committee, in the above described situation—that is, there being no Soviets in existence—had met for a decisive session in the period when the masses had already begun to move, but had not yet ensured us a clear and overwhelming majority. How should we then have developed our further plan of action? Should we have fixed a definite point of time for the insurrection?

The reply may be adduced from the above. We should have said to ourselves: At the present moment we have no certain and unqualified majority. But the trend of feeling among the masses is such that the decisive and militant majority necessary for us is merely a matter of the next few weeks. Let us assume that it will take a month to win over the majority of the workers in Petrograd, in Moscow, in the Donetz basin; let us set ourselves this task, and concentrate the necessary forces in these centres. As soon as the majority has been gained—and we shall ascertain if this be the case after a month has elapsed—we shall sum-

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mon the workers to form Soviets. This will require one to two weeks at most for Petrograd, Moscow, and the Donetz basin; it may be calculated with certainty that the remaining towns and provinces will follow the example of the chief centres within the next two or three weeks. Thus, the construction of a network of Soviets will require about a month. After Soviets exist in the important districts, in which we have of course the majority, we shall convene an All-Russian Soviet Congress. We shall require 14 days to assemble the Congress. We have, therefore, two and a half months at our disposal before the Congress. In the course of this time the seizure of power must not only be prepared, but actually accomplished.

We should accordingly have placed before our military organization a program allowing two months, at most two and a half, for the preparation of the insurrection in Petrograd, in Moscow, on the railways, etc. I am speaking in the conditional tense (we should have decided, we should have done this and that), for in reality, although our operations were by no means unskillful, still they were by no means so systematic, not because we were in any way disturbed by "historical laws," but because we were carrying out a proletarian insurrection for the first time.

But are not miscalculations likely to occur by such methods? Seizure of power signifies war, and in war there can be victories and defeats. But the systematic method here described is the best and most direct road to the goal, that is, it most enhances the prospects of victory. Thus, for instance, should it have turned out, a month after the Central Committee session of our above adduced example, that we had not yet the majority of the workers on our side, then we should, of course, not have issued the slogan calling for the formation of Soviets, for in this case the slogan would have miscarried (in our example we assume that the social revolutionists and Mensheviki are against the Soviets). And had the reverse been the case, and we had found a decisive and militant majority behind us in the course of fourteen days, this would have abridged our plan and accelerated the decisive moment of insurrection. The same applies to the second and third stages of our plan: the formation of Soviets and the summoning of the Soviet Congress. We should not have issued the slogan of the Soviet Congress, as stated above, until we had secured the actual establishment of Soviets at the most important points. In this manner the realization of every step in our plan is prepared and secured by the realization of the preceeding steps. The work of military preparation proceeds parallel with that of the most definitely dated performance. In this way the Party has its military apparatus under complete control. To be sure, a revolution always brings much that is entirely unexpected, unforeseen, elemental; we have, of course, to allow for the occurrence of all these "accidents" and adapt ourselves to them; but we can do this with the greater success and certainty if our conspirac s thoroughly worked out.

Revolution possesses a mighty power of improvisation, but it never improvises anything good for fatalists, idlers, and fools. Victory demands: correct political orientation, organization, and the will to deal the decisive blow.



Art Young

THIS HERO BUSINESS

It's always up to the school-children to make a "great ovation" upon the Hero's arrival.

Hard Times

By Bertha Fenberg

THERE once lived in the town of Veldnir a frugal old man, Sorgen, and his wife, Sara. Sorgen worked each day with all his might so that a time of want would never come to him. Sara saved and scrimped until her hands were chopped and blackened like rotting wood and her eyes had narrowed into mere slits.

When chidden by Rokle, her red-haired, talkative neighbor for working so hard she said, "My man says Hard Times is coming. We must work for him."

"Hard Times," screeched Rokle in her high thin nagging voice, as she threw her knit shawl over her head and began to lurch homeward.

"Hard Times. What does that man of yours call this we're having now? Ask him what he means. What a fool you are, Sara. You could be enjoying yourself."

Sorgen was the cunning member of this union, but he thought his stupid wife so guileless as to be wise. He trusted her with every cent, instructing her how to hoard it. Together they counted the coins, adding them aloud in sing song fashion. He felt a throb of joy at the thought of future comfort. He would have a well cared for old age. He would never live with ungrateful children whose bread tasted bitter. There would be no old man's home for him. Now was the time to prepare for Hard Times. But never a word of this went to his wife.

There she sat night after night listening to him. "Here, put this under the mattress. It is more for this old man, Hard Times." This was Sorgen in his best humor. What this Hard Times was she never asked. Nor did she wonder. Her little eyes were dull and tired. No thought was reflected in them.

So it happened that she knew not what to expect from Hard Times. Stolid, unimaginative, with an almost unbelievable incredulity in some things and an equally astonishing innocence and gullibility in other things, she was snared by the first cry of Hard Times that came to her.

The usual Friday supper was ready. A red checkered table cloth brightened the round kitchen table. In the center of it stood an oil lamp glistening from many vigorous polishings. A herring chopped up into a salad and sprinkled with the yolks of hard boiled eggs was the main dish. Beside it stood a twisted loaf of bread covered with poppy seeds. A thick stream of vapor puffed out of the blue granite coffee pot. Sara in a white starched apron sat beside the table, her eyes turned toward the door. She was waiting for Sorgen.

A sharp rap struck the kitchen door.

"Who's there?" called Sara.

A deep angry laugh came back, "Who's there?" mimicked a resentful voice. "Who's there? Whom did you expect? Hard Times? Well I am Hard Times if ever there was one." A deep laugh followed.

"Hard Times?" said Sara to herself, not quite comprehending. "Hard Times? It must be he of whom my man talks so much. So he has come. But so soon. So soon."

"What do you want, Hard Times?" she asked.

"What do I want? What do I want? Ha. Ha. Ha. What do I want. What a stupid question. Don't you know what I want? Money—food—drink." The voice turned into a wail, a horrible, piercing cry.

Sara shivered. "So it has come at last. This must be Hard Times." And yet a little doubtful, a bit suspicious, she asked again.

"Are you truly Hard Times?"

"Open the door and you shall see." The voice was now harsh, cruel, ugly. It demanded like one driven to desperate straits, then weakened and like that of a beggar cried: "Starved! I am starved. A piece of bread. Water. Anything. Give me food. Who has a better right than I to this name, Hard Times? Open. Open. Look at me."

"A minute," Sara called as she dragged herself to the bed where the money was stored. "It is for him I know. Sorgen has often told me it is for him. Ought I to wait for Sorgen perhaps? But no, I will do it alone. It will be over when he comes home and then we need have no more worries."

"A minute and you shall have it. You shall have it." Holding the bag of coins back of her she slowly pulled back the strap which fastened the door.

Before her stood a middle-aged man of medium height. He wore no hat and the black hair thickly snarled and snagged looked like horse hair in a mass of burdock burrs. His large brown eyes were those of a criminal and a beaten dog. His face was thin, gaunt, pale. In one hand he held a bundle of soiled clothes. The sight of him convinced Sara.

"Come in," she said shortly as though she felt no pity.

"Come in. Eat." She gave him of the herring. She pulled a twist from the fresh, golden loaf of bread. She poured coffee.

He ate ravenously. A brown glow swept over his face. When he had eaten all set before him, he stood up and without a word started toward the door. Sara clutching the bag of money quickly followed.

"Here," she said sticking the bag into his hand. "This is for Hard Times. You are Hard Times. My husband and I saved it for you. Take it."

The man felt it. Astonished and bewildered he held it a moment, then without any show of gratitude ran from the house as any thief might have done at hearing a noise.

Sara nodded her head knowingly. She cleared the table with a satisfied feeling. Something heavy had dropped from her. She laughed abruptly, childishly, as she reset the table.

"Sorgen will be surprised. It came before he thought it would. He will wonder how I got so smart as to know Hard Times. Now we can enjoy ourselves as Rokle tells us to do. No more saving. That is over."

A few minutes later Sorgen came home. He hung his coat and hat back of the door and rolled up his shirt

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sleeves to wash his hands. His red underwear stuck out in rolls on his arms.

Sara, jubilant by this time, exclaimed, "Sorgen, it has come. It has come. We are through now and can enjoy ourselves. I gave him all that we saved."

"What has come?" asked the bewildered husband.

"Hard Times," laughed Sara gleefully. "Hard Times came and I fed him and I gave him all our savings. I told him never to come back again but he did not answer me. Now we are free."

"What!" shouted Sorgen, scarcely believing that anyone could be as foolish as this woman before him. "What did you do? You stupid thing. Where did he go? How long ago was it? Tell me, in what direction?" Grabbing his hat, for he could not do anything without that, Sorgen began to search the village for Hard Times. He left a puzzled wife behind him.

When he came back, he looked at her as though he would like to beat her. His thick face was red and he sat down to the supper with a heavy, sullen look.

"I couldn't find him," he muttered angrily as he filled his mouth with herring. "We must begin again."

"Begin again?" repeated Sara. "Begin again? I am so tired. I thought we were through and could now enjoy ourselves."

"We will never be through," answered Sorgen grimly. "Hard Times is always coming."

Who Cares For It?

WORKERS slain. Who cares for it?
Workers-widows. Who cares for it?
Worker-children orphaned. Who cares for it?
Who hunger and freeze and die on the street.
Workers slain. Who cares for it?

Workers slain. Who cares for it?
Murderers are rubbing their hands.
Murderers have passports.
Murderers have mild judges.
Workers slain. Who cares for it?

Workers slain. Who cares for it?
Ministers are sinking their backsides in easy-chairs.
Ministers are fattening murderer-guards.
Ministers are cringing behind laws of the land.
Workers slain. Who cares for it?

Workers slain. Who cares for it?
Workers, living! We care for it!
By the blood of our dead brothers,
We living will give you answer.
Workers slain. WE care for it.

Oskar Kanehl.
Trans. By Paul Acél

Caught By Wireless

I WAS on my way to Silence. I was walking hand in hand with Ignorance, and her lips were babbling something about a beautiful maiden who turned herself into a frog and jumped upon the face of the moon;
When the Young Man told me earnestly about a Great Invention.
"It will come," said the Young Man, "Just you wait, it will come.
"They'll be talking just as you and I talk, from Liverpool to Shanghai;
"The shipping clerks in Brooklyn will be kidding the stenographers in Seattle, and the hair-dressers in Baltimore will be asking the undertakers' assistants in San Francisco "Whaddye know?"
"When the jazz orchestra strikes up in the Hippodrome, all the radio fans in Nebraska will tune up their instruments, and the farmers' boys and girls will do a rustic dance.
"The University Extension lecturer will be talking in Berkeley and all the women's clubs in all the jerk towns from Denver to Coyote will be saying 'How wonderful!'
"There'll be a magnavox in front of every newspaper office and every time a politician gets a hunch the whole country will blat with it."
I was on my way to Silence. "Ignorance, my dear," I said. "Why has the beautiful maiden jumped down off the face of the moon? What witches' jabber is this I hear, wafted down from the cool peaks of Silence?"

James Rorty.

Endurance

MEMORIES far from city ways
This unsought loveliness recalls;
This little strip of purpling sky
Apparent between walls
Just ere the hour when harlots walk
The streets where lamp-light falls.

And stranger beauty brings dreams back
Startling as moonlight at noon-day;
Fair women's faces floating here
Where love to lust was prey—
Like flower petals fluttering
Along a flowerless way.

Nor did I hope in this dark place
To find a slender, budding tree,
Nor hear a bird sing at the window
Of a factory;
But now mine is a higher hope;—
How is it, slave, with thee?

If skies hold color here, and spring
Comes back, and women still are fair,
And music falls like golden rain
Through this gray, smoke-filled air,
What of your heart, toiler for bread,—
Do dreams still linger there?

Lillian Mascill.

Literature and the Machine Age

By Floyd Dell

V.

THE WHOLE Darwinian controversy had been a belated and tormented coming-into-consciousness of the fact that the great utopian hopes of the eighteenth century had unfolded themselves in the dreary and horrible realities of nineteenth century capitalism. The final result of that controversy, of that unwilling consciousness of a terrible truth, was a kind of universal spiritual exhaustion.

News From Nowhere.

But its immediate result was the revival of medievalism, with something of a new and utopian flavor. Already, in Ruskin's medievalism, there was the germ of a new movement in art and industry; for where the other Victorians had seen only romance, or the military virtues, Ruskin saw the happy union of the artistic and industrial virtues, in that medieval world. It began to seem possible to revive those virtues, not merely to talk about them. The "Pre-Raphaelites" were the first to commence the actual practice of those virtues, as they understood them.

Out of this "Pre-Raphaelite" movement came two distinct tendencies—according to the emphasis which was variously put upon the artistic and industrial aspects of this enterprise. Under the leadership of William Morris, the new movement turned more and more toward a facing of the problems of capitalism. Morris himself joined the Socialist movement, and helped to create a kind of Romantic Socialism, peculiarly English.

Socialism had two main sources—one in eighteenth century utopianism, which had expended itself in the communistic experiments of Fourier and Cabet and, in England, Owen; its other source was in the determinist theory of Marx and Engels, which had been formulated at about the same time as Darwinism, and which was philosophically akin to it. In the Marxian theory there was, however, a place for catastrophic change, as the culmination of long periods of economic development—something like the sudden "mutation" in the De Vriesian theory by which Darwinian ideas of evolution were later supplemented. But after the failure of the revolutionary hopes which had attended the inception of the Marxian theory, and perhaps more especially after the Paris Commune—which in a minor way had upon Socialist utopianism the same effects as the French Revolution upon middle-class utopianism—after such emotional disappointments, the adherents of Marxian Socialism settled down to develop the deterministic aspects of their belief. The English mind, with its temperamental romanticism (a romanticism which was the first instinctive reaction to the horrors of enterprising English capitalism) was a poor soil for the sowing of these fatalistic theories; and it was when William Morris brought into English socialism the breath of medievalism that it first seemed to begin to flourish. And this Romantic Socialism has, through various vicissitudes, continued to propagate itself in England,—its latest development, at the present day, being the theory of "Guild Socialism." It is important now only for us to note the direction of one tendency of this late-Victorian revival of the medieval spirit.

The Aesthetes.

The other tendency branched away into a greater preoccupation with art for its own sake, or rather for its qualities as a refuge from the hatefulness of capitalism. This is well illustrated by the poetry and the painting of Rosetti, which set a model of beautiful unreality to which the spirit of the age responded with a kind of tired gusto. But, tired or not, it was still, at first, gusto.

"What they wanted in life," says Ford Madox Hueffer, in his admirable and humorous book of "Memories and Impressions," "was room to expand and to be at ease. Thus I remember, in a sort of golden vision, Rosetti lying upon a sofa in the back studio with lighted candles at his head, while two extremely beautiful ladies dropped grapes into his mouth. But Rosetti did this not because he desired to present the beholder with a beautiful vision, but because he liked lying on sofas, he liked grapes, and he particularly liked beautiful ladies."

Swinburne, the last of the great medievalists, attacked Christianity with all the passion of a heretic priest. He tried to find solace, as Byron had done in fighting for Greece, in hailing the cause of an aspiring nationality in his "Songs Before Sunrise"—a series of beautiful and noble anachronisms, in which he succeeded for the moment in forgetting that the glorious republican ideals which he acclaimed had already been realized and stultified in the reactionary and hypocritic England of his day. And in the same volume, in such poems as "Hertha," he effected an identification between evolutionary determinism and a kind of unconsciously Buddhistic philosophy—a state of mind in which he achieved a temporary reconciliation of his baffled spirit with the universe. But in his "Poems and Ballads," his most characteristic utterance, he is at odds with all the universe except that "great sweet mother," the Sea. To it, like Byron before, he came for comfort. It was literally all he had left to love; he did not believe in man, and the rest of the universe was evil. "The thorns are left when the rose is taken"—an obvious example of the survival of the fittest. Though he defied "the Galilean" (by which he meant nothing other than nineteenth century capitalistic respectability and hypocrisy) to take from him "the laurel, the palms, and the paean, and the breast of the nymph in the brake," yet even these his dreams were poisoned by the knowledge of the decay that overtakes all beauty. He had nothing to believe in, though he tried many things—anticipating to some extent even the poetic imperialism of Kipling. He could at best only celebrate the exquisite anguish of living, and glorify Life as "Our Lady of Pain."

Nevertheless, it is true that he, and all the rest of these early aesthetes, enjoyed themselves; enjoyed themselves quite boisterously in this evil and ugly world; and that was more than their successors could do.

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The Ivory Tower.

Concerning their successors, one can do no better than look again at Ford Madox Hueffer's candid volume of reminiscences:

"I suppose they sang of Lancelot and Guinevere to take their minds off their surroundings, having been driven into their surroundings by the combined desire for cheap rents and respectable addresses. Some of them were conscious of the gloom; some no doubt were not. Mr. Joaquin Miller, coming from Nicaragua and Arizona to stay for a time in Gower street—surely the longest, the grayest, and the most cruel of all London streets—this author of the 'Songs of the Sierras' was greeted rapturously by the Pre-Raphaelite poets, and wrote of life in London as a rush, a whirl, a glow—all the motion of the world. He wrote ecstatically and at the same time with humility, pouring out his verses as one privileged to be at table with all the great ones of the earth. In the mornings he rode in the Row among the 'swells,' wearing a red shirt, cowboy boots and a sombrero; in the evening he attended in the same costume at the dinners of the great intellectuals, where brilliantly he was a feature. Had he not been with Walker, the filibuster, in Nicaragua? I can dimly remember the face of Mark Twain—or was it Bret Harte?—standing between open folding doors at a party, gazing in an odd, puzzled manner at this brilliant phenomenon. I fancy the great writer, whichever it was, was not too pleased that this original should represent the manners and customs of them good, if it were an injustice to Boston. He represented for the poets Romance.

"But if Mr. Miller saw in London life, light, and the hope of fame, and if some of the poets saw it in similar terms, there were others who saw the city in terms realistic enough. Thus poor James Thomson, writing as B. V., sang of the City of Dreadful Night, and, we are told, drank himself to death. That was the grisly side of it. If you were a poet you lived in deep atmospheric gloom and, to relieve yourself, to see color, you must sing of Lancelot and Guinevere. If the visions would not come, you must get stimulants to give you them.

"I remember as a child being present in the drawing-room of a relative just before a dinner at which Tennyson and Browning had been asked to meet a rising young poet to whom it was desired to give a friendly lift. It was the longest and worst quarter of an hour possible. The celebrities fidgeted, did not talk, looked in Olympian manner at their watches. At last they went in to dinner without the young poet. I was too little and too nervous to tell them that half an hour before I had seen the poor fellow lying hopelessly drunk across a whelk-stall in the Euston Road.

"One of the grimmest stories that I have heard even of that time and neighborhood was told me by the late Mr. William Sharp. Mr. Sharp was himself a poet of the Pre-Raphaelites, though later he wrote as Fiona Macleod, and thus joined the Celtic school of poetry that still flourishes in the person of Mr. W. B. Yeats. Mr. Sharp had gone to call on Philip Marston, the blind author of 'Songtide,' and of many other poems that in that day were considered to be a certain passport to immortality. Going up the gloomy stairs of a really horrible house near Gower street Station, he heard proceeding from the blind poet's rooms a loud sound of growling, punctuated by muffled cries for help. He found the poor blind man in the clutches of the poet I have just omitted to name" [the one referred to in the preceeding paragraph] "crushed beneath him and, I think, severely bitten. This poet had had an attack of delirium tremens and imagined himself a Bengal tiger. Leaving Marston, he sprang on all fours toward Sharp, but he burst a blood-vessel and collapsed on the floor. Sharp lifted him on to the sofa, took Marston into another room, and then rushed hatless through the streets to the hospital that was around the corner. The surgeon in charge, himself drunk and seeing Sharp covered with blood, insisted on giving him in charge as a murderer; Sharp, always a delicate man, fainted. The poet was dead of hemorrhage before assistance reached him.

"But in the gloom and horror they sang on bravely of Lancelot and Guinevere, Merlin and Vivien, ballads of Staffs and Scrips, of music and moonlight. They did not—that is to say—much look at the life that was around them; in amid the glooms they built immaterial pleasure-houses. They were not brave enough—that, I suppose, is why they are very few of them remembered, and few of them great."

Debacle.

"It is a chastening thing," writes Rebecca West in the **New Statesman,** "to turn up the Yellow Book and note that at least 75 per cent of the work of those people who believed that they were bringing style to England was styleless balderdash... They loved writing; they thought and talked of nothing else; they stretched themselves on the rack of conscientiously irregular habits because they believed it was good for their work; heroically they trod the Mystic Way to the dogs; and yet they could do nothing better than this stilted fiddling with words, this laborious manufacture of vast paper frills to decorate the minutest possible cutlet of an idea. In their heart of hearts they must have known it was all wrong."

That last statement is extremely questionable. What they did know was that they did not like the world they lived in, and wanted nothing to do with it. They were right enough in disliking that world. It was a world which was treading its own Mystic Way to the dogs—preparing stupendously for the catastrophe of 1914. The old world in which an idealist might have some part and some pride was gone—this was an age of empire-building. But because they loathed the world about them, these idealists who were powerless to conceive of changing that world were thrown back upon a belief in themselves. They were, indeed, permitted for a time to do whatever they pleased so long as they let the real world alone. And they found their own personal lives devoid of significance, except as a fleeting succession of sensations which could be tasted and savored by those of "palate fine."

Life as such a succession of exquisite sensations had its philosopher in the austere recluse, Walter Pater. But there was implicit in the art-for-art's-sake movement something neither austere nor secluded—something which yearned to express its contempt for the outside world, and more than that, to find reflected in the lurid anger of the outside world a significance which mere sensation was unable by itself to furnish. This exhibitionistic impulse might express itself either in diabolism intended to outrage, or in eccentric manners intended merely to "epater" the bourgeoisie. And in any event what was sought was an evaluation of their lives which a philosophy that held life to be meaningless was powerless to give.

And so it was a lesser writer whom the public finally came to regard as the representative of aestheticism—simply because it was he who most flamboyantly thrust it upon their attention. Oscar Wilde was representative precisely of this flamboyancy, this lurid advertising of a difference between his ideals and those of the world in which he lived. He walked down Piccadilly—not, as he is palely caricatured in Gilbertian light opera, "with a poppy or a lily in his medieval hand," but carrying a sunflower. A poppy or a lily would have been just medieval enough to seem not at all strange to London—hardly more so than an equally medieval rose. The sunflower was chosen because it was what ordinary people called a weed; and the new sensations which the cult of aestheticism brought to the shocked attention of the public were apparently selected upon the same principle—their irreconcillable differentness from those upon which society had placed its approval.

The scandal and disgrace with which this particular career ended, makes it difficult, without offense, to link it with others which belong psychologically in a common category; but it may be said that the abnormality for which Wilde was imprisoned is temperamentally akin to queerness not at all indictable, nor in any ordinary moral sense disreputable, but which yet constitute a group of emotional states upon the extremer edge of which not merely abnormality, but insanity, may be found.

It is perilous to be cut off from community of thought with the world to which one belongs; in so far as this alienation may be forced upon sensitive and creative minds by the conditions of a culture hostile to creative dreaming, it is a misfortune. The habituation to, and finally the temperamental preference for such alienation is a more dangerous matter. In so far as its origins are social and psychic, it is the final result which may be traced in literature of the social hopelessness which we have found in our historical enquiry filling the nineteenth century.

It is the final renunciation of relations with a world felt to be intolerable; a spiritual divorce from reality. In this mood, the artist does not quarrel with the world, nor laugh at it, nor, least of all, seek to persuade it that its realities are poorer than his own dreams; in this mood, the unhappy one does not even leave the world, and seek refuge in cave or garret or "ivory tower"; he remains in but not of the world, utterly content with the realm of his own dreaming.

It is a mood so far past despair that it has in it a kind of smugness; but we can follow it in literature only so far as it flings to the world in disdain or pity or defiance some record of itself—only, in fact, so long as it remains aware of the existence of the real world outside. This is the last frontier of reality, the stepping-off place into the realm of madness—of private and incommunicable dream.

(Continued in March Liberator.)

REVIEWS

Once Over

"In Prison" By Kate Richards O'Hare. Alfred A. Knopf, New York.

AN OBJECTIVE and very terrible indictment of the brutal and antiquated system of dealing with women prisoners. Men's prisons are bad enough, but in them there are printing shops and carpenter shops and schools and other activities demanding enough co-operation to allow some survival of the social instincts of the prisoners. Except for the political prisoners, the women in prison seem to represent only two trades, unskilled housework and prostitution. Sewing overalls for the illegal profit of private manufacturers, scrubbing and even less educational activities seem to be the sum total of possibilities open to the unfortunates caught in this net of revenge. As to the guardians of these criminal failures, they are apparently the failures who manage to escape detection. But they haven't escaped "punishment," for if there is any fate more degrading and destructive of any possibilities of recovery than is a prison term to the average prisoner, it is the fate of the subnormal individuals who are condemned to bully and misuse the prisoners and to suffer incredible poverty of spirit and the starvation of every decent instinct in return for a miserable pittance and a "home" in this earthly hell. To read this book is to feel anew the ghastly paradox of this society; the greater the need, the less the provision; the harder the work, the less the reward; the most handicapped are the heaviest penalised; from the least capable among us is demanded the greatest wisdom. Modern Capitalism has bought truth as it has bought fellowship and love and beauty; it has gagged science in its service; and the revenge of reality against this insane dream will be terrible—is already terrible. Mrs. O'Hare's book will bring some realization of this to all who read between its lines.

Lydia Gibson.

"Hawaiian Hilltop" By Genevieve Taggard. Wyckhoff & Gelber, San Francisco.

GENEVIEVE Taggard makes her second bow with a volume of lighter verse that deserves the adjectives "exquisite" and "charming" inaccurately applied by so many critics to her first, and with one amazing poem. "The Tourist," which appeared in an obscure corner of The Liberator years ago before Miss Taggard was even a name, and provoked curiosity in more than me toward its unfolding author, still seems to me, as it seemed to me then, one of the strangest and most magic pieces of sensuous beauty in the English language. Sixteen brief lines that leave a rich scent in the nostrils, a swift vision for the eyes, and clamor in the ears, rise quite above the level of contemporary verse, and indeed of most of Miss Taggard's other poetry, into the company of certain oxen lowing through a village street, and a Triton blowing his wreathed horn. For the rest, the book is made up of pleasant and imaginative South Sea poems, of which "Bronze Boy," and "Child Tropics" with its poignant statement of childhood's silent searching, strike this critic as the best.

Robert L. Wolf.

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"The Harp-Weaver, and Other Poems." by Edna St. Vincent Millay. Harper and Brothers, New York.

THE **Sonnets from an Ungrafted Tree**, which are included in this volume, show a fine and brittle bitterness, quite free of the flight into flippancy which has weakened a good many of Miss Millay's loveliest poems. The Harp-Weaver itself might easily have been sentimental; only the author's complete immersion of herself in the tragic make-believe prevents this. The book is marred by the inclusion of several poems which one feels were left out of earlier editions of her work by a more severe discrimination. But there is loveliness not soon forgotten.

"Strenuous Americans." by R. F. Dibble. Boni and Liveright, New York.

JESSE James, Admiral Dewey, Brigham Young, James J. Hill, and three others as varied; what a company, rubbing elbows in this hospitable book; and what a company, rubbing elbows in an hospitable country! Here is a picture of a grotesque, courageous, superstitious, invincible civilization. Perhaps the best chapter is that on Admiral Dewey, the story of the birth of American Imperialism, with Dewey as the tireless if not too surgically clean midwife. The book is well worth reading, for the contrast of types and periods, and for the fun the author pokes at these fallen idols. Yet he has sympathy for them too, and seems to recognize how much they are products of their day.

"Jimmy Higgins." "Samuel the Seeker." "The Metropolis." "Hell." "The Journal of Arthur Stirling." "Manassas." by Upton Sinclair Upton Sinclair, Publisher, Pasadena, California.

THE stories of a Bad Boy, some Good Boys, and the Real Devil: republications of five nowels and a verse drama of great originality by Sinclair; all well known here and in translations abroad.

"The Journal" made a great sensation in its day; and reading it again, I marvel that a boy could have written that and survived, as this boy did, to do so much and such realistic fighting. It is the narcissistic cry of a spirit untrained to reach out to its fellows, eager to spend itself generously but unwilling to learn of others; arrogant as God and ignorant as God. He dreams of helping the world, while ignorant that in the same city men are organizing and fighting side by side for their dreams. It is the poignant and terrible cry of the individualist; of thousands of flaming young hearts that have burnt out to defeat while locked in an antisocial world.

"Manassas" is of a different sort—a forceful novel of the revolution against Negro slavery culminating in the Civil War. It well deserves this reprinting for a new generation who will be glad to read their history in such a stirring story.

Lydia Gibson

"Labour, Giant with Feet of Clay." by Shaw Desmond. Charles Scribner's Sons, New York.

THIS book shows such abysmal ignorance of history and of proletarian philosophies that it is hard to believe it was not written by John Spargo or William English Walling. Desmond is an "intellectual", who paddled in the labor movement from 1906 until 1914, and now rather patronizingly tells the movement what it must do to be saved. He sums up the past six years of Russian history in two paragraphs—the workers sabotaged, the Red Army shot them down and "the whole Bolshevik structure dissolved into thin air"! Wonder which downfall of Bolshevism that was—there have been so many. The exquisite climax of a book of monumental, unconscious humor, is the remedy he proposes. The international labor movement is to return to a belief in God, to "a spiritual concept of life, carrying with it some apprehension of a Will and Purpose behind the universe." The "spiritual aristocracy" is to preach fearlessly "the idea of God" and "the gospel of anti-materialism." . . .And this lackey of the Fat Boys, withal, calls himself a Marxist!

George McLaughlin.

"Weeds." by Pio Baroja. Alfred A. Knopf, N. Y.

THIS excellent translation by Dr. Isaac Goldberg is the second book of a trilogy called **The Struggle for Life**, and gives the story of the boy Manuel on the lowest levels of life in Madrid. **The Quest**, which precedes **Weeds**, should be read first. In **Weeds**, Manuel is in his upper 'teens and lives through events which could not conceivably have happened anywhere but in Spain and yet are reminiscent of the life of the proletariat everywhere. The book begins nowhere and ends nowhere, but in between the two nowheres gives a remarkable picture of the slum life of the Spanish capital.

Leland Morris.

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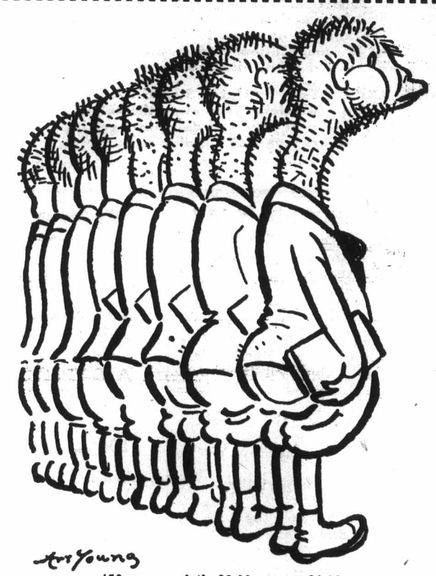

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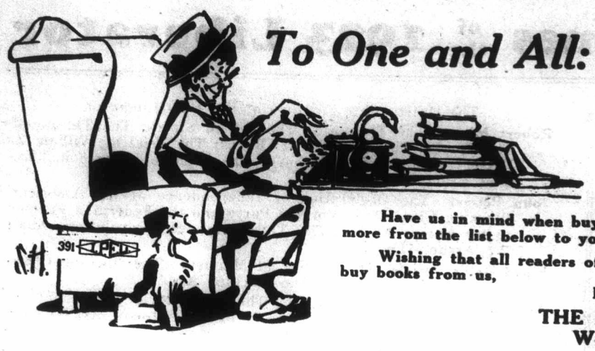

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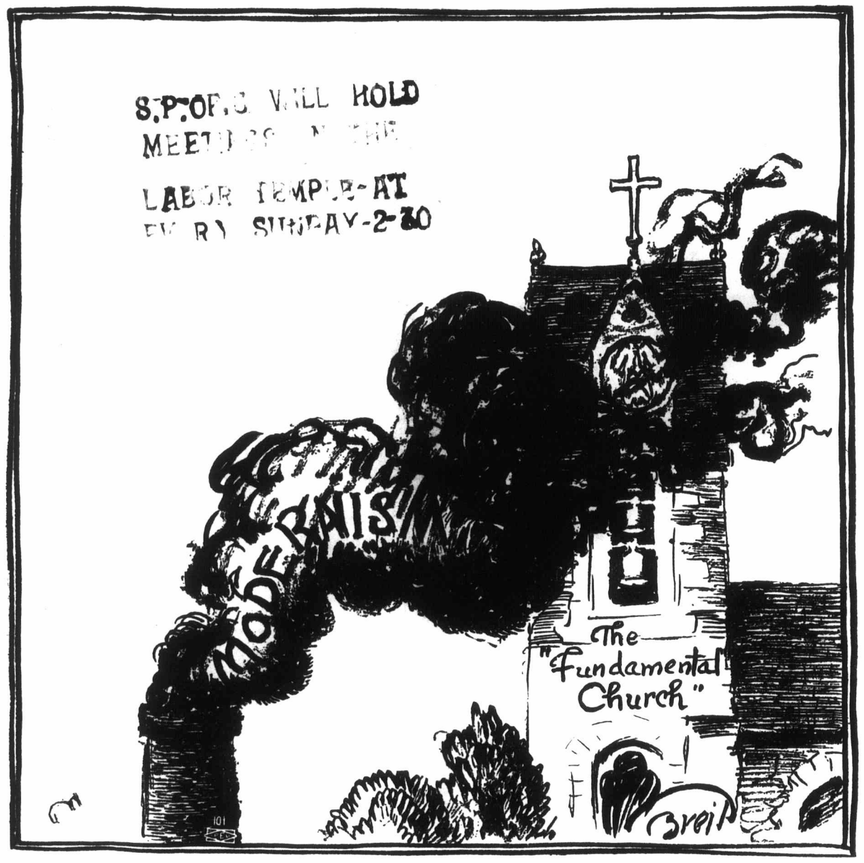

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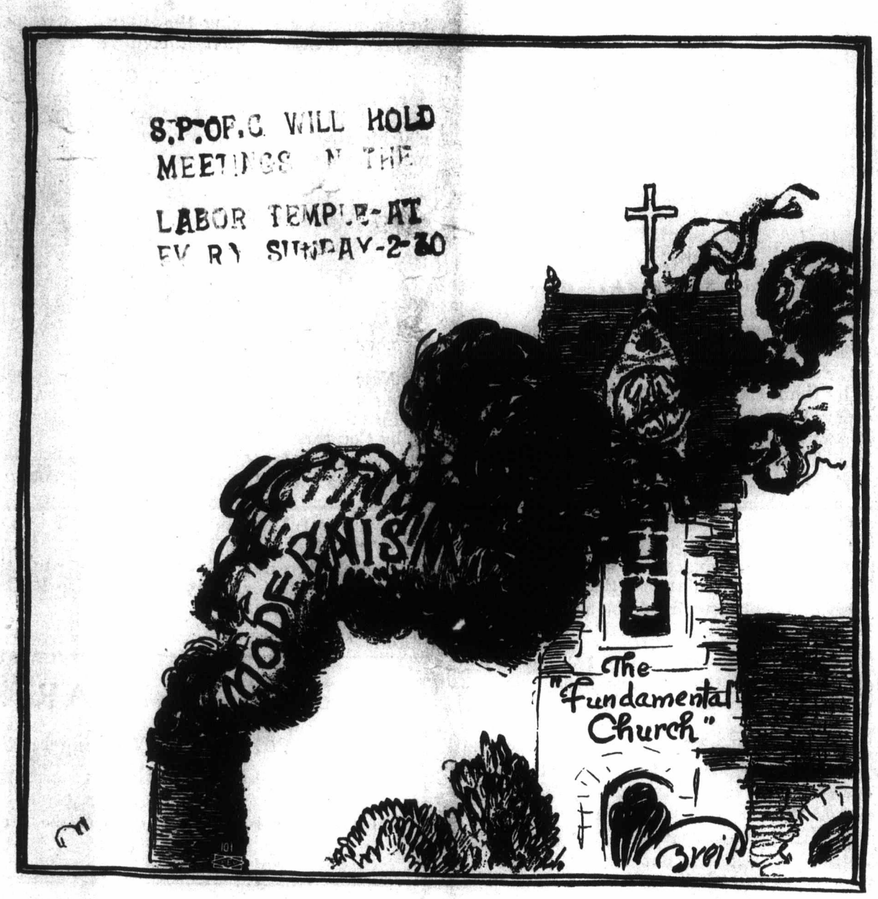

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PARTY NOTES

Chicago, Ill.—Month by month this Local has been forging ahead. Its growth has not only been progressive but substantial. A campaign is now on to double the membership. Thus far it has met with marked enthusiasm and success.

An Open Forum is held every Sunday at 3 P. M. at 180 W. Washington street. The program for February is as follows:

Feb. 3—George Armstrong, "The Labor and Radical Movement in Canada."

Feb. 10—Dr. Alf Buddin, "Foundations of Modern Psychology."

Feb. 17—Dr. S. A. Koppnagle, "Parliamentarism."

Feb. 23—John Keracher, "The Socialist Movement in America."

Study Classes, etc., Room 301, 184 W. Washington street.

Mon. 8 P. M.—Speakers Class.

Wed. 8 P. M.—The Origin of the Family, Private Property and the State.

Fri. 8 P. M.—Socialism, Utopian and Scientific.

These classes are open to all.

General membership meetings are held every second and fourth Tuesday. Meetings for discussing tactics and principles are conducted each Tuesday(second and fourth Tuesdays excepted). Non-party members welcome.

Detroit, Mich.—"In times of peace prepare for war," seems to be the slogan of Local Detroit. Activities instead of lessening with the passing of the winter months are on the increase.

A Speaker's Class is held every Sunday, 11 A. M. to 1 P. M., by the Local Organizer, Al Renner.

Wednesday, 8 P. M., a Class on Capital is conducted by Comrade Oscar Peterson.

The Open Forum takes place as usual every Saturday at 8 P. M.

General party meetings are held the first Sunday of each month. Every other Sunday (3 P. M.) is devoted to discussions on tactics and principles.

An entertainment and dance that brought out many of the old timers took place January 28.

All affairs of Local Detroit are held at Fraternity Halls, 1032 First Street.

Cleveland, O.—This Local has been holding its own in securing new subscriptions to The Proletarian. A healthy number of renewals have also been received.

January 29th Comrade John Keracher spoke on "Labor Politics in England" at the Labor Temple.

Study classes on Socialism, History and Economics are held each week at the Labor Temple, 2536 Euclid avenue.

Flint, Mich.—This peaceful haven of the employers' association is not without its antithesis—the wage slave who does not believe that "all is well".

Well attended classes on economics are held each week by the Local. A number of subs to The Proletarian have been received and many more are promised.

Los Angeles, Cal.—The Comrades of this section are rallying their forces and some good results are anticipated. This, the home of the headfixing industry (movies), also has one of the finest groups of Marxians in the U. S. Once they get into action they can make things hum.

Street speaking which the balmy climate of California permits at this season, is "almost out of the question because of the legal restrictions and red tape attached to the obtaining of a permit and the locality assigned to such privileges". However, there are several other fields of activity which the Comrades hope to develop.

The Local has doubled its order for The Proletarian.

The set of Capital offered by the National Office to the member securing the most subs to The Proletarian was won by R. Castner of this Local.

Philadelphia, Pa.—C. M. O'Brien spent several days here during January, on his trip through the eastern cities, including Boston. A Liebknecht Memorial Meeting was held January 20 at the Labor Lyceum, Brown and 6th streets.

He also spoke at several unions, including the Cooks and Waiters, Marble and Tile Setters, Carpenters, Painters, Railwaymen, etc.

Meetings have been arranged for Comrade John Keracher, who will speak here January 2nd, 3rd and 4th. Sales of Proletarians for January exceeded those of any previous month in the Local's history, which has been strengthened by the addition of several new members.

New Castle, Pa.—A number of Proletarian subs have come in from this section recently. A study class on Socialism, Utopian and Scientific, is being conducted by Comrade Caird.

February 10th Comrade John Keracher will speak here at the Liberal Forum (Dean Block) on "Why the Worker Should Join the Proletarian Party".

A successful meeting was also held in this city during January by C. M. O'Brien.

Those interested in working class education, etc., in this vicinity should get in touch with R. Caird, 105 Quest street.

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Room 301, 184 W. Washington St.

Chicago, Illinois

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CURRENT COMMENT

THE SMOKESTACK AND THE CHURCH STEEPLE

By JOHN KERACHER

The controversy now raging within the Presbyterian Church, and sending its noisy echoes throughout the nation, is from our point of view nothing more than the logical outcome of commercial and industrial development. Economic forces have been at work around us, silently but irresistably pressing onward.

Away back in feudal days when Catholicism held sway over the "spiritual affairs" of mankind, church unity rested upon an economic foundation of agriculture. The chief means of production was property in land, the estates of the serf-exploiting aristocrats.

The development of cities, or boroughs, with new classes—merchants and handicraftsmen—brought on the various religious reformations to give "spiritual" expression to their different economic needs. The later and fuller development of manufacture gave a more permanent basis to Protestantism.

Those countries that remained undeveloped industrially continued to hold on to the old faith, Catholicism did not loose its grip in agrarian countries like Poland, Spain and Ireland. Generally speaking the most developed countries became Protestant.

Capitalist America is a conglomeration of peoples drawn from all quarters of the globe. Its cities are in many cases a correlation of national groups. They are sectioned off into planless settlements of Poles, Germans, Greeks, Italians, Irish, etc. Every big city has its Ghetto, its Little Italy, its Cork Town, China Town and so forth.

These different nationalities have their religious institutions in their midst. In other words they import their particular brand of religion with them and the older generation usually holds on to it tenaciously, but the different environment, the industrial development of America has its effect upon the minds of their children.

It is the contact with the greasy wheels of industry that breaks down the Superstitions there were born and maintained in an agrarian community.

Among the business class religion survives in some form or other. The capitalists cannot quite break with it. They need it as a heart balm—a soother for losses made on the stock exchange—and a "soul" cleanser for their shady transactions and merciless exploitation of the poor. There is another good use which they make of religion. They have it dispensed to the workers to take their minds off their inhuman living conditions. It suits the capitalists immensely that the workers should be willing to accept their reward after they are dead.

The advance of science, which the capitalists have had to use in their industries, has taken a deep hold on the more enlightened servants of the social order. It is hard for the university-trained man, even if he is a "theologian" to believe in the theory of creation. Those who know that matter is industructable can not accept the belief that the Universe was made out of nothing. Those who have an understanding of Physiology have to work themselves into a mental stupor to accept the theory of the Immaculate Conception of Christ and his coming to life again after he was killed.

Evolution is manifest to all scientific thinkers. In every field of thought it makes itself felt. The educated theologian is now an evolutionist. Partly because of his training and partly because of his economic interest he takes the stand that while evolution is substantially an established principle, God is back of it all. Not the God of the Old Testament. Not the jealous and vengeful Jehovah but a new ethical and democratic God. Not a heavenly king—monarchs are out of date. Not a harsh ruler of the Universe but a forgiving brother who will overlook the mean, money grubbing baseness of the capitalist class.

The Modernists have either to break with superstition altogether or greatly modify their beliefs, in order to square with the modern minded congregation, that is used in the daily routine to think from cause to effect, to reason in industry, in the laboratory and the drafting room with cold material forces. The scientist leaves his beliefs at the door of the experimental room. On the inside he is a cold, calculating materialist. Facts are his mental tools, not faiths.

The Fundamentalists will have nothing to do with the new concepts. They are men of other days and other ways. "The old-fashioned religion is good enough for me," is their favorite hymn. It is a quarrel between two groups of exploiters. The workers on the otherhand are breaking with super-natural things altogether.

The workingman today is brought into contact with gigantic forces of production, mechanical monsters, the product of his fellow-workers. Unlike the shepherds of old, who could look at the clouds drifting by and daydream, the proletarian of the factory has to keep his eye on the levers, feed the raw material under crushing rollers or chopping knives and has neither time nor opportunity for daydreams. The worker's environment drives all mysticism from his mind. The stars and the sunshine, the seasonable and unseasonable weather that the shepherd of the plains and the farmer in his fields attributes to God, has no place midst the pulleys and belts, in the work-a-day life of

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the factory slave. The modern worker is Godless because conditions have made him so. Industry has not left a foothold in its scheme of things for a God. The smoke stack is the nemesis of the church spire.

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"KING COMMON-SENSE"

Brigadier-General Charles G. Dawes, better known as "Hell-Maria", gathered with a committee of business men in the City of Paris.

These doctors of finance met to diagnose the disease that is eating into the heart of Capitalist Europe, especially Germany. That these finance physicians would prescribe a remedy was a foregone conclusion but we did not expect that it would be such a quack remedy, or should we say such a homely remedy, as the application of "Common Sense."

Louis Bathou, Chairman of the Reparations Committee, presided at the opening session on January 14th. The gathering was called by the Reparations Commission and is not supposed to be of an official nature. General Dawes does not officially represent the United States. He made that clear in his speech. He also said, "Disaster faces the Allies and Europe unless common-sense is exercised. Let us help Germany to get well." He emphasized the menace that threatened "unless common-sense is crowned king."

The General's conception of "common-sense" is the one that is common to the business world and especially to financiers but not common to the working class, particularly at this time to Germany's toiling millions.

"Common-sense" is an old remedy for social ills. It is a product of the metaphysical mind. It is the capitalist mode of thought. Frederick Engels wrote of it thus: "At first sight this mode of thinking seems to us very luminous, because it is that of so-called sound common-sense. Only sound common-sense, respectable fellow that he is, in the homely realm of his own four walls, has very wonderful adventures directly he ventures out into the wide world of research."

What is common sense to the German Capitalists may not be common-sense to the French, and a different concept of common-sense may prevail with the British or American millionaries. In general what would be common-sense to the capitalist class as such, would certainly not be common-sense from a working class standpoint.

Helping Germany to get well by the common-sense method may mean anything or nothing. One thing is certain in this relation. The French financiers are willing that the German milch cow be "got well," but only sufficiently well to be tamely milked. No such thing as strength enough to kick over the pail and milking stool will be tolerated. That would not be common sense.

At best it is a thieves quarrel. The Allies can not come to an understanding as to how much German capitalism can stand to be squeezed without killing it. The workers everywhere would do well to unite their forces to put out of commission the whole plundering gang and thus show a little working class common-sense.

—o—

MELLONS AND LEMONS

A tax war is raging throughout this fair land. Secretary of the Treasury Andrew Mellon is the "stormy petrel" of the wordy conflict. He has championed a political measure that is alleged to be designed for the reduction of taxes.

Its merits we are told by "The Independent" of January 19, lie in the fact that "He would tax the many rather than the few because that has proved to be good practice; it distributes the responsibility for government, placing it as much on the plain citizen as on the rich man." Now isn't that nice?

Mr. Mellon is going to cut the surtax to about half its present proportions. Senator James Couzens of Michigan, a multi-millionaire by-product of the Ford Motor Company does not agree with Mellon's way of splitting the tax mellon in favor of the very rich. They have been slinging harsh words at each other and practically accusing one another of tax dodging. Perhaps they are both right. It is said that Mellon and Henry Ford will profit enormously by the enactment of the Mellon surtax scheme.

The Philadelphia Chamber of Commerce is taking a poll of the employees of some of the larger business houses of that city to ascertain where the workers stand on the Mellon tax plan. One place was reported to have voted 523 for and 2 against the Mellon plan.

We don't know what kind of "workers" these were, but we will say that as far as the workers as a class are concerned the TAX QUESTION is so much twiddlededee and twiddledeedum for the good and simple reason that the workers as a class are not taxpayers. The average worker's wage is non-taxable as it is too small to be reduced further. The worker pays no property taxes as he has no property—and his "personal property", it would be a shame to record. It is not because the ruling class love the worker that he is not taxed but because he is almost skinned clean at the point of production.

There is an old Scotch saying to the effect that "You cannot take the britches of a highlandman." That is the economic condition of the workers. They have nothing to tax.

Many workers, suffering from the delusion that they are "sovereign" American citizens, regard themselves as taxpayers. Yet they know perfectly well that they can show no tax receipts. When challenged on that point and accused of taking sides in a master class quarrel they reply, "Well, don't we pay taxes indirectly when we pay our rent, buy our food, clothing, etc.?

The worker pays taxes indirectly in the same way that he lives in the mansions that he builds. He lives there indirectly. That is to say his exploiters live there for him. In the winter time he goes to Palm Beach indirectly. His boss goes there for him.

If the workingman would only do a little sober thinking on what wages really are and their relation to taxes he would soon realize that he is well out of the taxpaying class. On January 20th the Census Bureau at Washington, D. C., announced the total taxes for the year 1922 to be a total of $7,433,081,000, almost as much as the annual wages of the whole producing class. For the year 1919 the total wages paid to the working class were stated to be $10,000,000,000, and that was a banner year in American industry.

In the same year the value of the wealth produced by these workers was $62,500,000,000. In other words there was a clear surplus of fifty-two and one-half billion dollars made on the workers' labor. That is where the taxes come from. The ruling class have to pay THEIR policemen, THEIR soldiers and a whole army of intellectual dope dispensers of every conceivabe variety. After it is all paid they—a small minority—still have more left over than the whole working class gets.

What do the workers get? WAGES—barely enough to live upon—much less to tax. The surplus out of which taxes are paid is taken out of the hide of manual and intellectual labor. Wages are paid for one reason only. The worker must live. The capitalist can not kill the "goose that lays the golden egg."

And when the capitalists pay taxes they want adequate returns. They don't want their tax money wasted on such things as the Soldiers' Bonus for instance, although some capitalists are in favor of throwing such a sop to the workers. But there are not many capitalists in favor. Perhaps fewer than the head-fixed patriotic workers who are too proud and stupid to favor taking it. If Mr. Mellon succeeds in cutting the tax mellon it will be the rich who will get the slices. When the workers get in on anything that is to be "given away" it is usually a lemon.

Theory and Fact

By C. A. TALBOTT

One of the crudest notions ever entertained in the mind of a modern wage-worker, is that which blindly separates Theory from Practice, places the two in worlds apart, holds them to be in most violent conflict, and swears that the presence of the one is bound to preclude the possibility of the other. This is the idea which causes the average worker to recoil in horror from the word "Communism," in which, he is led to believe, lies nothing but complete ruination. "Oh, it may be nice enough in theory," he will tell you suspiciously, "but I am sure it can never be worked out in fact."

Of course, such an attitude is built upon the essence of sheer nonsense. But the worker himself is not to be blamed, for he does not realize that this is a *class* fallacy, fostered and encouraged by the dupes and hirelings of the capitalist class, who assail him from every side throughout the course of his entire lifetime. He hears it in school-room, in pool-room, in work-house, in chop-house, in god-house, and even in the poor-house. But most especially does he receive it from the editorial columns of the daily newspapers. The sad fact is, lacking a true understanding of the communist theory itself, there is no other way for him to view the subject clearly.

There can be no intelligent action without theory, nor can we have theory without predetermined facts to base it upon. The two are inseparable. When we theorize, no matter in what direction our ideas run, we are simply generalizing our experiences; that is to say, we form our theory *inductively*, from the facts or experiences of the past. Man must have theories. They are absolutely indispensable to historic progress. Without them things would become virtually meaningless, and society would sink into a chaotic state of affairs. There could be no science, and we could never arrive at the great truths which lead man on to higher things. Of course, all theory must first be grounded on material facts that have been previously observed and classified. We cannot pump our theories out of the mind itself. That is why it appears so necessary that workers should understand the very nature of human thought and the thinking process.

Now, what are some of the benefits of theorizing? Let us see how "practical" a theory can actually be.

We all have experiences, but some of them cannot be readily shared with others; therefore we give birth to theories, by which our experiences can be impressed upon the minds of those who have not undergone them. In other words, we are enabled to *share* our theories arising from these experiences, and thus do away with the needless repetition of experience itself. Consider fire, which is a very definite fact. As children we are told that fire is hot—it will burn fingers. This theory spared most of us the painful experience of learning it for ourselves, and so we accept it. If we do not choose to accept it, we can easily demonstrate the fact and prove the correctness or incorrectness of the theory to our own satisfaction. Thus, theory saves a great deal of time and trouble and pain to mankind; if we had no theories we should be forced to continually live over and over again the hard process of learning things from experience. It required long centuries of accumulated theories to place us where we are today, surrounded by countless benefits of a civilization which is based altogether upon truths born out of the marriage of theory to fact.

Another virtue of theory is that it enables us to look into the future and foretell events to come. The theory of today is a guide to the action of tomorrow. How could we build a house without forming our theories from the experiences of those who built houses before us? How could we ever build better houses without possessing theories of material, plan, construction, etc.? And the same is true of everything in human society. We are familiar with certain facts; we draw our theories from these facts; then we test or prove our theories again by facts. Of course, theories may be wrong; indeed, many of them often are wrong. But the facts are never wrong, and we must continually form our theories on the same facts until we find that they will prove themselves. All things change constantly, therefore our theories must change along with them. But above all, we must have theories. The man who would ignore or discard them, believing that he is thus revealing a purely practical standpoint, is just as ridiculous as the man who ignores the facts and tries to form theories out of his own head or out of the sky above him.

Communism, as a theory pertaining to the production and distribution of wealth in society, is necessarily based upon the facts of past history, wherein we see Man's steady rise from a primitive state, his class struggles, his development of the tool, his arrival at a condition where nothing but the social ownership of the means of life can save him from complete degradation and carry him forward. Communism, correct in theory derived from past experience, will work out in practice.

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The Winning Plan

(For Everlasting Inextinguishable, Impossible Peace)

By GEORGE WATSON

Edward W. Bok handed $50,000 to one of the 22,-165 persons who responded to his advertised competition with plans for securing permanent world peace. If this winning plan is backed by the United States Government, or (I understand), is even favorably received by the majority of the American people, the author, whose name is not to be divulged until later, will receive another $50,000. The plan is cheap at that price, for it is the most plausible dodging of the real issues yet worked out.

Prohibition Again.

In the statement by Honorable Elihu Root, Chairman of the Jury of Award, the jury declares its hope for "A general PROHIBITION of the manufacture and sale of all materials of war". (Emphasis mine.) This is the second "prohibition of manufacture and sale" that the American people,—its conscience aroused by the preaching of the Ku Klux Klan,—has brought forth to perfect human morality.

Indeed, since the plan is published under date of January, 1924, we may consider this peace plan a sort of New Year's Resolution for the whole American people,—a mob resolution. "We ain't goin' to drink, and we ain't goin' to fight, by gosh!"

What the Plan Proposes

(1) The first thing required by the plan is that the United States enter the Permanent Court of International Justice as recommended by Hughes and Harding. What kind of "International Justice" would be favored by Hughes, the man who devotes his spare time to thinking up excuses for not recognizing Soviet Russia? What kind of "Internationad Justice" has been exercised so far in the Ruhr affair in Germany? What kind of justice of any sort would have been understood by Harding, who left even such a small act as the freeing of political prisoners to his successor, Coolidge?

(2) The second requirement is that the United States should co-operate with, though not now become a member of, the League of Nations. This co-operation "as a body of mutual counsel" is to be undertaken, among other conditions, with the understanding that the Monroe Doctrine shall be safeguarded, that moral force and public opinion be the weapons of the League, and that international law be further developed and codified.

The briefest consideration of the plan shows that in order to make the plan objectionable to no one the League has been emasculated, and nothing definite advocated except a machinery providing for the extension of polite diplomacy. Not for nothing have the makers of etiquette books been busy since the war. Their teachings are having effect, and most of all in taking the vulgarity out of the appearance of the beginning of the declaration of future wars.

Why Doesn't the Proletarian Favor This Plan?

One reason for being suspicious of any plan sponsored by Elihu Root and based upon the policies of Hughes and Harding and Mrs. Franklin D. Roosevelt and Professor Roscoe Pound (not to mention the others concerned) is that heretofore none of these prominent people have done anything to oppose allied war-making (direct and indirect) against Soviet Russia, or even the private wars of American corporations against striking employes.

A still greater reason is that a plan, such as this, designed to appeal not only to the United States but to England and France as well, cannot be of great value when it is remembered that those countries would not consider the sensible proposals of Chicherin at the conference held in Switzerland about two years ago.

The main reason, however, why The Proletarian cannot give even the slightest endorsement to this plan is that it shows no conception whatever of the economic causes of war arising out of the class nature of society. The author of the plan decries the notion of "a world state which never existed and does not now exist", and of power which "it possesses only on paper", but he wants definitions of "the social rights and duties of states". What possible sense is there in the phrase, "The *Social* Rights and Duties of States"? The whole "winning plan" is full of nationalistic prejudice and wordy evasiveness.

A Basis for Real Peace.

There is as little hope of lasting peace under Capitalism as there is of the abolition of unemployment or of the periodical crises. The ever increasing surplus produced by the exploited workers is the driving force that goads on the capitalists of all nations. The keen competition for new markets, the frenzied hunt for sources of raw material, "spheres of influence", forced upon the capitalists by the very nature of their system makes war and preparation for war unavoidable and inevitable.

There is no remedy for it under capitalism. Production for profit and war are inseparable. In communism with its production for use and not for profit lies the only solution. The abolition of war is beyond the power of the capitalists and their governments. It is a task for the world's proletariat working in harmony with social evolution.

Dialectic Materialism

By JAMES SINCLAIR

The working class throughout the world is manifesting a degree of political consciousness. Discontent with the state of things is expressing itself in working class action and understanding.

This change has various avenues of expression, from the lending of support to already existing political organizations to the formation of new alignments. It is an expression of the desire to find some method that will be the means, if not the cure, at least to ameliorate some of the social ills that are producing greater distress with the continued existence of capitalism.

Before any real success can be attained either of a temporary improvement of living conditions, or the finding of a remedy that will be a lasting cure for the social evils that afflict the working class, it is necessary that the workers become conscious and appreciate some of the elementary, yet fundamental, points in social development. The strikes, revolts, and attempts at social revolution that are occurring within present day society are signs of a disintegrating action that is going on. The "scheme of things" is a process. It is best understood from the viewpoint of dialectic materialism which lays bare this historic process.

The material for the framework of the present social order evolved out of the structure of the preceding one—feudalism. Social systems arise, fulfill their historic function and then give way to a new system more in harmony with the needs of society.

In analyzing society, its growth, the different stages of its development, the relationship of man to man, and man to society, as a whole, we must bear in mind that these events are part of a vast network of reciprocal arrangements, and that they influence one another, more or less. This is necessary to a clear understanding of social changes. But why the changes, was it mere caprice or accident that brought them about? Was it ordained that whatever changes occurred, would do so under any circumstances? Were they the result of the brilliant ideas that emanated from the minds of great men, or are the changes subject to the give and take of certain irrevocable material laws?

Was the Japanese earthquake the result of the inherent wickedness of the people of that country, or was it caused by the action and reaction of material forces underneath the earth's surface?

Do the different factions within the Democratic and Republican parties spend millions of dollars in the attempt to nominate and have elected their respective candidates for political offices, for the sheer love of spending money? Or do they do it for the purpose of serving some material advantage to themselves, that they may be in a position to make laws and levy taxes to suit the particular interests that they represent?

The ideas and institutions prevalent in society today have been modified and changed in accordance with definite material laws, attributed mainly to the economics of the period, i. e., to the kind of wealth produced and how it is exchanged.

In the previous epoch (feudalism) people earned their living from the land. Their different little communities being self-supporting. Their tools for producing wealth were simple, crude and individualistic. The prevailing ideas were but the reflex of such an environment.

In America development has been much more rapid. Fifty odd years separate the "Covered Wagon" from the aeroplane and we readily recognize the difference in ideas between ourselves and our granddads. What must it be when measured in centuries instead of years?

New discoveries and improvements in the machinery of wealth production bring about changes in the ideas and institutions of men. The production and development of the automobile has modified ideas, changed occupations and created new institutions that were undreamt of half a century ago.

An appreciation of material facts is necessary to understand that we are living today in one phase of class society, that this society has changed its form but never its substance, i. e., exploitation of labor, during the 6,000 years of its existence. Prior to civilization the race lived and had its being in a condition of primitive communism. Starvation in the midst of plenty was unknown. Every one had free access to what was then the good things of life.

From these primitive self-sustaining communities, to the conditions of today, where no modern country can, except on the pain of commercial extinction, maintain a separate existence, is a gigantic stride. Measured in time, the difference is not so great, yet looking at it from an economical and political viewpoint, it is enormous.

To know that the moving forces behind this evolution are materialistic, to appreciate the interconnection and interdependence of these forces, specific though they are, and to remember that the same process is still going on, which is leading toward a communism of the future that is modern and international in its scope and character, such is the work of dialectical materialism applied to the science of society.

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LENIN

Nicolai Lenin was one of those great characters that historic conditions raised up. He was the greatest product of the Proletarian World Movement since Marx.

Just as Karl Marx was the greatest theoretician and philosopher of Proletarian Revolution so Lenin was the greatest tactician of the actual living class struggle—the man of action.

His writings show beyond a doubt that as an interpreter of Marx and as an interpreter of social phenomena he stood out clearly ahead of all other Marxian thinkers. His scathing and unmerciful criticism of social patriotism and the leaders of the Second International portrayed him as the uncompromising opponent, not only of the capitalist order and its open defenders but all "socialist" apologizers and half-hearted defenders of the same.

Marxism with Lenin was not a dry formula. It was the intellectual equipment for the strategy of class warfare. Those who have taken the trouble to STUDY Lenin's writings have it forcibly thrust home to them that he did not view the Revolution as a pitched battle to be won or lost according to a prearranged plan, but as more or less protracted warfare in which, defeats and victories, advances and retreats, (militaristic and economic) were inevitable parts to be dealt with from the standpoint of actual existing conditions. He did not conceive of an abstract defence of the revolution. Fine phrases about liberty, justice, freedom of speech and democracy were not his weapons. He knew that the Proletarian Revolution could only be defended by the armed Proletarians themselves—by a Red Army.

All things he viewed from a class standpoint. He realized that there were two concepts of Democracy—Bourgeois Democracy and Proletarian Democracy. The former he fought and the latter he upheld.

Lenin's greatest work, which has left its stamp on the world movement, was his laying bare of the true character of the State.

Bourgeois writers say, "Lenin overthrew the Czar."
* * * "Lenin invented the Soviet State," etc. What he actually did was to direct the Proletarian Revolution and function through the new state form that made its appearance, the historic function of which none understood so well as he.

A tireless fighter, an unyielding adherent to fundamental Marxian principles, a relentless enemy of World Imperialism and a champion of all the downtrodden and exploited, Lenin is mourned by hundreds of millions of the world's workers. It is questionable if any other man that ever lived made such a deep impress in world affairs, raised so much hatred from the money lords of Capitalism and so much enthusiasm and hope in the breasts of the workers of all lands.

The death of Lenin is an immeasurable loss to the Russian Revolution and to the international movement of the working class. His passing should not be so much a cause for grief as his life and work should prove an example and source of inspiration to every true revolutionist.

Vladimar Ilich Ulinoff (Nicolai Lenin) is not dead. He will live forever in the memory of the world's toiling millions.—J. K.

The White Terror

By ANATOLE FRANCE

We print below a Foreword which the world-famed writer Anatole France has written to the French edition of Jack London's "Iron Heel," which has just been published in book form.

* * * *

"The Iron Heel"—that is the forceful expression which Jack London uses in order to characterize the Plutocracy. The book which bears this title appeared in the year 1907. It portrays the conflict which one day will break out between the Plutocracy and the People, if the gods in their anger so permit. Ah! Jack London possessed that genius which perceives that which remains hidden from the mass of men. He possessed powers which enabled him to anticipate things. He foresaw all those events which are being enacted in our times. That fearful drama which he presented in "The Iron Heel" has, up to the present, not become an actuality and we do not know where and when this prophesy of the American disciple of Marx will be realized.

Jack London was a socialist, in fact even a revolutionary socialist. The man who, in his book, discerns the True and foresees the Future with its Wisdom, Strength and Goodness is named Ernest Everhard. He, like the author, had been a worker who earned his bread with the labor of his hands. For you must know that the man who wrote fifty wonderful volumes, all permeated with the defiant and challenging spirit of life and who died young, was the son of a worker and began his magnificent career in a factory. Ernest Everhard is full of courage and wisdom, full of strength and gentleness, all of which qualities are common to him and the writer who has created him. And in order to complete the similarity existing between the two, the author gives his hero a wife possessing a great soul and a strong mind, whom her husband makes a socialist. And we know that "Charmian," together with her husband Jack, withdrew from the Socialist Party so soon as this Party betrayed signs of moderatism.

The two revolts which form the subject of the book which I here present to the French reader, are of a bloody nature. They exhibit, in the plans of those who provoke them, such treachery and in their carrying out so much cruelty, that one asks oneself whether they would be at all possible in America, in Europe and particularly in France. For myself I would not consider them as possible if I had not before my eyes the example of the June days and the crushing of the Commune of 1870, which reminds me that against the poor everything and anything is permitted. All proletarians of Europe have, like their American class comrades, felt the imprint of the iron heel on their own bodies.

One of these days, however, the fight between Capital and Labor will again flare up. Then one will experience days like those of the revolts in San Francisco and Chicago, the indescribable horror of which Jack London has already portrayed beforehand. Nevertheless, there is absolutely no ground for the assumption that on that day (be it near or distant) Socialism will again be ground under the iron heel and choked in blood.

In the year 1917, someone had exclaimed to Jack London: "You are a terrible pessimist!" Sincere socialists reproached him with bringing fear into the Party. But they were wrong. Those who have the rare and precious gift of being able perceive things beforehand, must openly call attention to these dangers which they sense in advance. I recollect that the great Jaures said more than once: "With us the forces of the classes against which we have to lead the fight are not sufficiently known. They have the power and they are credited with possessing virtue. The clergy have forsaken the morals of the church in order to take up those of business; and the whole of society will, as soon as it is seriously threatened, enter the field in order to defend itself." He, too was right, just as Jack London was right, in holding the prophetic mirror before us in order to reveal our failings and shortsightedness.

We will not compromise the future. It belongs to us. The Plutocracy will fall. Now, in its fullness of power, one already recognizes signs of its collapse. It will disappear, because every caste regime is doomed to death. Wage Slavery must disappear, because it is unjust. It will fall at a time when it is still insolently boasting of its strength, exactly as Slavery and Serfdom fell.

And when one observes it closely one notices already today that it is worn with age. The war, which the large industry of every country brought about, the war which was their war, has brought so much and so widespread devastation, that the international Oligarchy has itself been shaken, and the day is approaching when it will come crashing down on a ruined Europe.

I cannot, however, say that it will collapse at one blow and without a struggle. It will offer resistance. Its last war will perhaps be long drawn out and be marked by ups and downs. Oh, you heirs of the proletariat, oh you future generations, you children of the new times! You will conduct the war, and if ever cruel reverses cause you to have doubts as to the success of your cause, so will you again pluck up courage and exclaim with the noble Everhard: "It is true we have lost this time, but not for always! We have learnt several things. To-morrow we will take up the struggle again, more equipped and strengthened in wisdom and discipline!"

Capitalism in the Orient

The following letter from a correspondent in China is printed for the interest it contains, rather than for its analysis of events, in a country in which capitalism is rapidly developing, under the pressure of foreign imperialists, and the chaos which is a result of the antagonistic interests of these exploiters:

Hong Kong, Dec. 23, 1923.

Dear Comrades:

For over a year we have not been in communication. Not infrequently we have attempted to write to you, but, however, this is the first opportunity we have been able to utilize.

For a year we have toiled, yet we have so far failed in all our attempts. Nevertheless, we are pushing on with increasing devotion. No little success have we achieved during the past few months and wish to say that we are much indebted to the actions of the corrupted governments, through whose ruthlessness of action, if we are not mistaken, the masses are led to discern for themselves, the constant sufferings that they have been and are exposed to. Consequently, a sweeping change has come over their minds and conscientiously they are led to look forward for the dawn of a new era that assures happiness and peace.

Ever since the middle of March, we severed with Sun Yat-sen, who as we then and still believe, can never aid us in our efforts to accomplish our long cherished aims. Hitherto, Sun was considered a man of ideals, a liberator and to a certain extent, a Socialist. But the actions of his government and his personal attitude toward the masses as revealed from time to time since his return to power, are sufficient to give to the world an uncolored portrait of himself and his government.

The territories under this supposed-to-be progressive government are today in a state of chaos. Heavy taxes are being imposed; the little property possessed by the workers is being confiscated and sold to the "speculative capitalists" for the purpose of raising funds to meet the expenses of the government's military operations. Even school grounds and buildings of historic value are being sold for similar purposes. It's but plain vandalism! Furthermore, ever since last February, our less fortunate brethren (who cannot afford to dress in long gowns or in English garb) appearing in the street are often conscripted by the military authorities for the purpose of transporting ammunition to the various fronts. There they are forced to take up arms and many have paid the supreme sacrifice—an unworthy sacrifice!

According to the latest reports, over a hundred thousand of these poor workers have so far had to make their final sacrifice. Still thousands are being daily forced at the point of the bayonet to follow this dreadful trend. These poor workers have forever vanished, yet behind them are left thousands and thousands of their home folks who will sooner or later be devoured by famine, if not broken-hearted over their extreme misfortunes. These are the conditions prevailing not only in Canton, but in practically every one of the war zones.

Sun is not entirely to blame. His generals and officials played the most important part. Sun's regime is no exception, the other belligerent factions are no better. These are and in all probability, will be the conditions, for months to come. We simply can't stand them! Hence our severance.

As a result of our severance with Sun, we have organized "The Peoples Revolutionary Party" with which it is intended to gather together our comrades for united action in the near future to accomplish our ideals as promulgated.

We have for our ultimate aim, the overthrow of the present order, and vow to overcome everything that is preclusive to our progress. We are making steady headway and are badly in need of your moral support.

Yours for Social Revolution,

Wejheun D. K. Leiteikwan.

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The Humble Ancestry of the Human Race

By HENRY FAHEY

A drop of ooze from the bottom of a summer pond is quite likely to contain specimens of the simplest form of animal life existing upon this earth.

These animals are so minute that they can be seen only with the aid of the microscope. They are mere specks of jelly-like substance, protoplasm.

As they move about in their drop of water they come in contact with tiny bits of food, smaller than themselves, which they "swallow" by enfolding with their jelly-like bodies. They have no mouth but they can take in food at any point of their anatomy; no stomach or bowels, still they can carry on all the functions of such organs.

To move they thrust forward a portion of their bodies in the desired direction and the remainder flows on after the protuberance. Alcohol will intoxicate these animals, in which condition they are said to turn pink. The touch of any foreign substance will cause them to recoil.

As they feed they grow. Upon reaching a certain size they begin to pinch together at the middle, the narrow portion becomes ever smaller until finally the animal divides into two. These two divide in the same way, making four, then eight, then 16, and so on indefinitely.

These one-celled organisms are regarded by scientists as being similar to the first animal forms that came into being upon this planet.

From these first animals, during many millions of years, were evolved all the other forms, the highest being man. Each individual animal begins life as a single cell, a speck of protoplasm, and the first forms of different species are so similar that they cannot be distinguished from each other even under the microscope; all closely resemble the tiny organism in the drop of water and also its ancient ancestor, the first inhabitant of the earth.

Man is a metazoan (many celled) animal, his body being composed of more than twenty-six trillion cells. This marvelous organism begins as a single cell. It develops into two and repeatedly multiplies as described above. These two cells and the others which develop from them do not separate, as in the case of a single celled animal, but form a colony, a solid spherical mass called by Haeckel the morula. As multiplication of cells proceeds the sphere expands into a ball filled with water and known as the blastula. When the blastula has grown to a certain size, by the continued mulitiplication of cells, a depression forms on one side which deepens with continued growth until a double-walled cup is formed. This is known as the gastrula stage.

So far in its development the human embryo is in all respects an animal of the invertebrate type. In its various stages of evolution it has resembled several types of ascending invertebrate classes. Those who hold that the human race has evolved from a single celled form of life similar to the simplest animals now in existence, point to this development of the individual embryo as evidence of the truth of the theory of evolution. They say that the individual goes through these ascending stages of development because the race went through them, though in greater detail.

The course of evolution is beautifully illustrated in the development of the heart of the human being. At an early stage this organ consists of a single tube and resembles the heart found in the adult of the lowest vertebrates. Later on it subdivides into two cavities resembling the heart of the adult fish. Next, one of these cavities subdivides and the developing human being then has a heart similar to the amphibian. Later on the other cavity subdivides and the human heart then consists of four chambers, the normal organ found in all the higher vertebrates.

Here, again, the process of individual human development illustrate the evolutionary history of the race.

Says Professor Ferris, in The Evolution of Man, (Yale University Press), "If we summarize the facts regarding man's early development . . . . . it is evident that he starts . . . . . as a unicellular animal, becomes a metazoan of the invertebrate type, develops the structure of a vertebrate, and ultimately becomes a mammal." Many of the structures of his body pass through temporary stages which are typical of the adult condition in various classes of the vertebrates and, in general, his organs are developed in a manner similar to that in other animals. Man's development, however, parallels that of the anthropoid apes for a longer time than that of other mammals and at birth the child has ape-like qualities that later disappear. These facts of human development associate man closely with the anthropoid apes.

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"Proletarian Socialism would be all right," says an opponent, "only the Proletarians believe in evolution and that's an awful thing. For my part they'll never get me to believe that I am descended from a monkey." In a case like this the first thing to do is to teach your friend what the evolutionary theory regarding the descent of man really is. No evolutionist wishes him to believe that he descended from a monkey and no one but an ignoramus or a knave would try to palm off such stuff for the doctrine of evolution. Monkey is not ancestor of man, man is not descendant of monkey, but man and monkey are forty-second cousins derived from the same many-times great-great-great common ancestor. Such is the theory of the descent of man, the main proposition of which is not disputed today by any biologist of note the world over. Scientists may disagree as to how man was evolved from a lower animal form, but they do not deny that he was evolved. Evidence furnished by comparative anatomy and rudimentary survivals, the discoveries of embryologists and deduction to be drawn from such experiments as the transfusion of blood make a very strong case for evolution. The doctrine of evolution may be "an awful thing," but it is undoubtedly true, and "Truth will make you free."

International Notes

By JOHN KERACHER

Russia The death of Vladimir Illitch Ulianoff (Nicolai Lenin) is indisputably the greatest individual loss that the Soviet Republic and the international working class movement could suffer at this time.

While we are not proponents of the great-man theory of history we realize the tremendous influence of certain individuals in the development and guidance of historical movements. Such an individual was Nicolai Lenin. Even the bourgeois press is forced to concede that his influence in world affairs has been great. A Chicago daily carried a report which said that he "probably as much influenced the nations of the world as any other man of this century."

Lenin stood head and shoulders above his Bolshevik colleagues, not merely as a popular personality, almost worshiped by the masses, but as a Marxian theorist and practical tactician. He had an almost uncanny ability to foresee the outcome of events long before others even suspected the course of their development.

For sometime back, owing to his sickness, Lenin played little or no part in the council of the leaders. In spite of his great personality and marked ability it has been demonstrated beyond a doubt that the Soviet Government is not dependent, even as much as other governments, upon individual leaders. This is due in the main to the manner in which the Communist Party, the official government party, is constructed and controlled and the overwhelming support it has received.

The Communist (Bolshevik) Party is controlled by a Central Committee of 40 members. Within the Central Committee is a smaller group known as the Political Bureau. The alleged split in the party ranks that the press of this country has been trying to make so much of is but a division of opinion within the Central Committee as to its methods of operation.

The tasks undertaken by the leaders and the amount of work falling upon them has more or less removed them from contact with the rank and file of membership and the masses of workers supporting the Communist Party. Leon Trotsky represents the urge for a larger number of actual manual workers being brought within the structure of the government machinery.

General economic conditions within the border of Russia weigh heavily upon the administrative forces and retard efforts to develop in the direction of the Communist society. The "new economic policy" forced upon the Soviet powers through the tardiness of revolutionary development outside of Russia is weaving a fetter upon the Proletarian Dictatorship.

A great danger lies within the new economic policy (N. E. P.) as it has raised up in increasing numbers a new type of petty Bourgeois. The Nep men, as they are called, will do all in their power to bring about a break between the proletariat and the peasantry. In this connection Trotzky writes, "There is a French proverb, 'If you slander long enough, something will stick in the end.' At present it is no longer the landowners and capitalists who have recourse to such rumors (that 'Lenin is for the peasants; Trotzky against them.') Their empire is long at an end. In their place, however, have appeared the 'Nep' men in the town, the merchant and the rich farmer in the village."

We are in no position to estimate the strength of this new force but judging by reports the "Nep" men, necessary as they are, will have to be held in check. The peculiar economic conditions that confront the Soviet government might be likened to the case of a man who has to ride to safety and has no other choice than the back of a young fiery steed. He takes the only possible direction but the rider is obliged to use the utmost skill to stay in the saddle and also runs the risk of a runaway that will carry him past his goal.

Meantime developments elsewhere may be of material benefit to Soviet Russia and contribute to the relief of this trying condition. The threat of outside interference is not so menacing at present. The Labor Government of Great Britain is pledged to the official recognition of the Soviet Government. This policy also has the support of the Liberal Party.

We hold no brief for the Laborites and their methods still we think that they can be counted on to head off any imperialistic attempts that might be launched by other powers aiming at interference, militaristic or otherwise, in Russian affairs.

The Soviet Government is beset with enough dangers. It is nothing short of astonishing how the stupendous difficulties of the past have been surmounted. The tragedy of the whole situation lies in the backwardness of the proletariat of the western nations. The greatest aid to Soviet Russia would be a revolution in some of the more highly developed industrial countries.

Great Britain A labor government in Great Britain! What will it do? That is the question that seems to be agitating the defenders of the present order of things. Instead of asking what the Laborites will do it would be more to the point to ask what they CAN do?

The Ramsay MacDonald Ministry without a majority is dependent upon the Liberals for its very existence. Asquith and Lloyd George are the real masters of the present situation. They can bring the "Labor" government to an end any time they desire and undoubtedly will do so when it suits their purpose.

The Laborites, although in office at the sufferance of the Liberals, are not without what they regard as a constructive policy. They are reformers that conceive of a gradual parliamentary transition to a new social order. As "socialists" their line of march is along the road of parliamentary reforms.

MacDonald and his colleagues have made it plain that they will not do anything calculated to drive capital out of Britain, and they are undoubtedly pledged to the Liberals to withhold their trump card—a capital levy. They are, however, in a position to force their political partner to support reform measures to the limit of the Liberal program.

If the Laborites are shrewd enough to pursue such a tactic, and we think they are, then they can come

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before the electorate at the next General Election with a program just a little to the left of Liberalism. With such a program repudiated by the Liberals or a majority of the same, the Laborites will stand a fair chance of coming into power with an independent working majority.

The three existing parties, each looking to the other for support or defeat, creates an impossible position that points directly to the elimination of one of the old parties. The Labor Party leaders are fully alive to the situation and will likely play for a split in the Liberal ranks so as to take along with them the more radical element and drive the others into the Conservative camp. Winston Churchill looks like one who will readily lend himself to such a compromise with the Conservatives, either by forming a coalition of the latter with the right wing Liberals or going over entirely to the Conservative Party.

Although the Labor Party has taken office, it no more than its predecessors will be able to solve Britain's economic problems. Unemployment, which wrecked the Lloyd George and Baldwin Ministries, will rise up to confront the Laborites. Unemplyoment can not be solved within the circle of capitalist economy. Only the abolition of its cause, the capitalist system, can be effective.

The Laborites will have their hands full. The application of their program will prove its insufficiency. If the Communist Party can keep out of the mire of reformism and succeed in exposing the true character of the Labor Party it may gather to its side the more advanced workers of Britain. Especially will this be possible if the Labor Government is forced to play the role of strike breaker which, given certain conditions, the very nature of the capitalist state will compel it to do.

The economic forces that are at work will force the Laborites, the avowed enemies of capitalism, to become its staunch defenders. At best the Laborites are but petty Bourgeois politicians. They do not understand Proletarian politics and even if they did would be unwilling to live up to the same. The Communist program alone is adequate for the emancipation of the British workers through the conquest of political power and the setting up of a state form that will be exclusively in the hands of the Proletariat. That is the route to the socialization of the British industries.

Bulgaria Just previous to the overthrow and assassination of Premier Stambulisky, the Government of which he was the official head had been elected by an overwhelming majority.

The Tsankoff Government which came into power as a reult of the revolution of last June and which has maintained itself by the most brutal methods, has gone through an election and succeeded in obtaining 185 seats in the parliament (the Sobranje) against 62 of the opposition parties.

The election took place following the Communist struggle which was suppressed and large numbers of political prisoners executed by machine guns. In this terrorized condition of the country the present government obtained its "victory" but it is a certainty that the workers and peasants will seize the first opportunity to overthrow the capitalist tyrants that rule and exploit them so ruthlessly.

The Peasant Question

By L. TROTSKY

The following interesting article of Trotsky's was written shortly before the death of Comrade Lenin:

I am often asked by some party comrades, what are the grounds for my special attitude relative to the peasant question, and wherein they differ from those of Comrade Lenin. Other comrades put the question in a more exact and concrete form: they ask if it be true, that I "under estimate" the role of the peasant in our economic development, and hence do not accord to the economic and political alliance between the proletariat and the peasantry (Smytschka) the importance, which it warrants. Such questions have been put to me orally as well as written. "Where have you got hold of all this?" I asked with great astonishment. "On what facts do you base these assertions?" The answer was mostly, "We do not possess any facts, it is a question of rumors, which are circulating."

At first I did not trouble much about these rumors until a letter which I received recently impelled me to think over the matter and to consider the origin of the rumors. And quite by chance it came to me that already four or five years ago such rumors flourished richly in the Soviet soil. At that time they had a more simple form: "Lenin is for the peasants, Trotzky against them." I looked up the printed material on this question. In my articles of February 7th, 1919, in the "Isvestia" as well as that of Comrade Lenin of February 15th, in the "Pravda" these rumors were strongly repudiated as falsehoods.

The rumors, however, apparently still live. There is a French proverb: "If you slander long enough, something will stick in the end." At present it is no longer the landowners and capitalists who have recourse to such rumors. Their empire is long at an end. In their place, however, have appeared the "Nep" men in the town, the merchant and the rich farmer in the village. There can be no doubt that these circles have great interest in creating confusion and doubt as to the relation of the communist party to the peasantry. It is just the rich farmer, the speculative buyer, the newly established merchant, the city middleman, who seek to set up connections on the market with the peasant as grain producer and buyer of industrial products and to exclude from this combination the authority of the Soviet State. It is just here that the decisive battle is now beginning to develop. Here also politics are serving economic interests. It is easy to see that when the private middleman wants to attach himself to the peasant and gain his confidence, he will gladly furbish up the old lies of the landowners and put them once more into circulation, of course with more caution than the landowner in

his day, because since then the Soviet Power has been strengthened.

A clear, simple and exhaustive description of the mutual dependence exisiting between the peasantry and the proletariat, or in other words, between the State industries and agriculture was given by Comrade Lenin in his well-known article: "Better little, better good." The main idea of the article can be summarized as follows: During the coming years we must adapt the Soviet State in every possible way to the necessities, requirements and power of the peasantry, although we retain its character as a Workers State; we must adapt the Soviet industries, which we call State industries that is Socialist industries, on the one hand to the market demands of the peasant and on the other to the taxability of the peasantry. Only in this way shall we be able to maintain equilibrium in the Soviet State so long as the revolution does not disturb the equilibrium in the other capitalistic countries. It is not the reiteration of the word "union" in every possible strain (although in itself it is a good word) but the practical adaptation of industry to the agricultural basis which can give us an effective solution of the central questions in our economy and politics.

This brings us to the problem of the "shears." (In Russia one understands by shears the strong disparity between the gold price of agricultural and industrial products: this disproportion takes the form of a pair of shears in the graphical representation of the gold price. The expression was originated by Comrade Trotzky.—Ed.) The adaptation of industry to the peasant market presents us in the first place with the problem of the unconditional reduction of the cost price of industrial products. The cost price is not only dependent upon the method of manufacture in the factory concerned, but also upon the whole organization of the State industry, the State transport system, State finance and the State commercial apparatus. When there is a disproportion between the various parts of our industries, it means that the State has at its disposal a large amount of dead capital, which burdens the whole industry and raises the price of every piece of calico and every packet of matches.

Under capitalism the natural, and in the end, only economic regulator is the crisis, that is to say it is the only means of bringing the different branches of industry together and the total production of industry into harmony with the market demand. But in our Soviet economic organization, which presents a transitional one between Capitalism and Socialism, industrial trade crisis can in no way be regarded as the normal or even the only means by which the single parts of the peoples' industry can be brought into harmony with one another. The crisis destroys or squanders a certain part of the State resources and a part of this falls into the hand of the jobber, of the speculative buyer, that is to say into the hands of private capital.

Since we received as a heritage from the past an extraordinary disintegrated industry, and moreover, one in which the various parts stood before the war in quite a different relationship with one another to that required today, the regulation of the economic system, the adaption of the parts of the industry to one another —and also in such a way that the whole of industry can, by means of the market, be brought into harmony with agriculture—becomes one of the most difficult problems. Were we to decide to bring about the necessary reconstruction entirely with the help of so fearful a shape-up as is provided by crises, that would soon indicate that we had given a great impetus to private capital, which in any case is aiming at setting up a barrier between us and the villages. Private trading capital today is securing enormous profits. But in addition it is restricting itself more and more to agency operations. It is attempting to organize the small producers, or to lease industrial undertakings from the State. In other words: it is repeating the history of original accumulation—first in the sphere of trade and next in the sphere of industry. It is quite clear that every failure, every loss, which we suffer brings profit to private capital: first in that such losses weaken us and secondly in that a large part of our losses unavoidably pass into the pockets of the new capitalists.

What then are the weapons which we can use under these circumstances in the struggle against private capital? Are there any such weapons at all? Yes, and these are the conscious deliberate, systematic tackling of the market, and above all the task of economic organization. The most important productive agents, transport and credit, lie in the hands of the Soviet State. We do not need to wait until universal or a local crisis reveals the disproportion between the various elements in our economic organization. We need not become the blind plaything of economic forces, for the trump cards in the market game lie in our hands. We will—and we must learn to do so—observe with ever greater accuracy the fundamental elements of our economic system, the development of factors which are related to them, and on the strength of our calculations bring all sections of the industry into harmony. We shall learn to understand, quantitatively as well as qualitatively, to adapt them to one another and also to establish the necessary relationship between industry and agriculture. Therein lies the real work in the union of the proletariat and the peasantry. He who maintains that everything lies in the union and not in the plan of production does not understand the essence of the thing, for the way to union leads through the accurate systematic, proportional development and guidance of the industries. There is no other way and there cannot be one. If our planned economic commission (Gossplan) carries out its tasks in the correct manner, it will already be a direct step towards the best and most successful solution of the peasant question—not through abolition of the market but on the basis of the market. The peasant, up till now, does not understand this, but we must understand it, every Communist, every progressive worker must understand it. The peasant will realize sooner or later the effect of the activity of the economic Commission upon his economy. Naturally this problem is very difficult and extraordinarily complicated. We shall not solve it with a stroke of the pen. Its solution demands a continued system and exact and energetic measures.

Not less important, of course, is the advancement of agriculture. This process, however, manifests itself in a much more primitive form, and hence in one less dependent upon the influence of the State than the reconstruction of industry. The Soviet State must also support the peasant with agricultural credits (as far as our means will reach!) and help to make easier the placing of the products of agriculture (Corn, Meat,

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Butter, etc.) upon the world maket. The way to the extension of agriculture leads, again, principally through industry—if not directly then indirectly. Agricultural machinery and tools, artificial manures, cheap domestic ware must be provided at prices within the reach of the peasant. The introduction and development of an agricultural credit system demand from the State the mobilization of superfluous pecuniary resources. For this it is necessary that the State industries prove profitable, and this is impossible without the establishment of a correct proportion between their parts. In these lie the real, not demonstrative, but practical problems of the union between the working class and the peasantry.

In order to further this union politically, and to be able to meet the lying rumors whose breeding place is provided by the apparatus of private trade, we need an effective peasants' newspaper,—such a newspaper as would really get into the hands of the peasant and which he would understand, and which would strength the relationship between him and the proletariat. A newspaper with a circulation of from 50 to 100,000 copies can and would only be a newspaper which perhaps spoke well-wishingly over the peasant, but it would in no way be a peasants' newspaper because it would not reach him but lie stranded on the way amongst our different authorities. We need for the peasant weekly newspaper (for a daily paper we have not the necessary money nor the suitable means of distribution), which in the first year would have a circulation of two million copies. Such a newspaper would "teach" and in no sense "demand from" the peasant, and describe what is taking place in the Soviet Union and abroad, with particular attention to that sphere of life with which the peasant comes into near and immediate contact. The new post-revolution peasant will soon acquire a liking for newspaper reading, if we only understand how to provide a suitable one. The circulation of the newspaper would grow from month to month and—be it in the next period only a weekly one —will secure contact between the Soviet State and many millions of peasants. But the newspaper leads us back to industry. Regard must be had to the technical demands. A peasant newspaper must be not only in editorial, but also in typographical respects, a model newspaper, as it woud be pity to place week by week in the peasants' hands a sample of our city slovenliness.

That is all I wish to say for the time being about the peasant question in reply to the questions put to me. If this answer does not satisfy the comrades who approached me in the matter, I am ready to elucidate it further, supported by exact material obtained from our six-years' activity in Soviet enterprise, because this question is of the greatest possible importance.

The Workers Party Convention

By PHILIP KERR

Workers Party gatherings are usually noisy affairs. The Third National Convention which opened December 30th and closed January 2nd at Imperial Hall, Chicago ,was no exception.

Fifty-three delegates were in attendance representing nearly as many shades of opinion. One was reminded of the "Left Wing" Conference of June, 1919, which at the time was aptly characterized as a heterogeneous mass of confusion.

That the present aggregation, permeated as it is with many contradictions and conflicting views does not fly asunder is explainable only when one considers the weighty influence of (1) the big stick of the Third International which hovers over their head, and (2) the realization on the part of the officialdom that their jobs depend upon at least a semblance of an organization.

The first session was occupied chiefly with the lengthy report of the National Executive Secretary, C. E. Ruthenberg. His report was a glowing eulogy of the year's activities. The dying Trade Union Educational League was proclaimed to be a gigantic success while at the same time he bewailed the fact that several of their members had been expelled from the different unions. He, as well as the others, completely ignored, or were not aware of the fact that these expulsions were chiefly the result of the bungling tactics of the T. U. E. L.

Their conception of how to develop class consciousness among unionists is by lampooning and lambasting the reactionary officialdom, crying "amalgamation," securing endorsements of central bodies, "capturing" offices, and imitating to the best of their ability the tactics of P. T. Barnum. That they have failed miserably is a matter of record. Moreover, by discrediting themselves with the rank and file of the unionists, they have made it increasingly difficult for others engaged in revolutionary union activities.

The questions of the Labor Party, and the "United Front" (which with the W. P. has degenerated into and in fact never was anything more than a united farce) gave Ruthenberg unlimited opportunity for the free play of his imagination. While those outside the W. P. know, and even a considerable section of the W. P. rank and file have come to understand, that the Federated Farmer-Labor Party was a fiasco from its inception, the officialdom have tried to bluff it into life and even now continue to parade their still-born child as a prodigy.

* * * *

There are none so blind as those who refuse to see. What Ruthenberg and his associates refuse to see or profess not to see is that it was their bungling tactics which made the July 3-5 F.-L.P. "conference" a total failure. Whatever chance there was for a real federated labor party was destroyed when the W. P. packed the convention with delegates from singing societies, fraternal organizations, gymnastic clubs and a host of other such groups. Every move the W. P. made was a colossal blunder and the debacle which resulted was an inevitable consequence.

Though they knew it was a failure they continued

to claim for it a membership of 600,000 and so reported to the Third International. They counted individuals and whole organizations who repudiated it from the very beginning. Ruthenberg now denies that they ever claimed a membership of 600,000. In refutation of the above contention we quote a statement of John Pepper in The Worker (July 21, 1923): "The new Federated Farmer-Labor Party is a mass party. It is the first mass party of workers and farmers in the United States. Mass is something relative. Historical circumstances decide whether 10,000 or a million stand for a mass. But no one can deny that a party of 600,000 workers and farmers is a real mass party."

A trick, characteristic of Ruthenberg's whole career, was brought out very forcibly at the convention. While the W. P. has been trying to convey the idea that the Fed. F. L.-P. had 600,000 members and the T. U. E. L. had 2,000,000 and so expressed itself that even Trotsky got that idea, when pinned down at the convention, Ruthenberg through whose hands all reports pass, crawled and pointed out that what *he* always claimed, was that these organizations "represented" that many members. Even if *he* were as subtle in his phraseology as there is plenty of reason for believing he was, others of the organization were more crude. This is a shyster lawyer's trick. "Represent" may mean anything or nothing since delegates can represent an actual membership which supports them or they can represent no one but themselves.

At no time has the T. U. E. L. nor the Fed. F.-L. P. been much more than representative of a part of the W. P., though at all times they endeavored to deceive the workers and even their own members into believing that they were much broader. Such perversion and charlatanism will never succeed. These are not the tactics of revolutionists but of common opportunists and tricksters.

The convention was severely jolted by the passing of the buck between Foster and Ruthenberg regarding the failures of the W. P. in Chicago. Each blamed the other but neither they nor their respective supporters realized that the inherent defects in the W. P. made the failures in Chicago and elsewhere inevitable, and that the worst is yet to come.

* * * *

The Workers' Party was organized in December, 1921. In the ensuing spring the Executive Secretary issued the following statement: "The party has a membership of 25,000 and has been daily adding to the number of organizations affiliated." This was before the United Toilers joined them which added some numerical strength. Every once in a while since that time they have issued statement to the effect that the party was growing by leaps and bounds, at the same time claiming a membership usually of 20,000.

At its recent convention Ruthenberg reported that the average membership for July, August, September and October, 1922, was 12,394. The average membership from July to October, 1923, was given as 15,233. (Writing in The Worker, September 22, 1923, Ruthenberg said: "The Workers' Party of America is the only Communist organization in the United States today. It has a membership of 20,000. It is financed by those 20,000.")

Taking them at their own word and comparing their 25,000 of early 1922 with the convention figures of 1924 (15,233) the W. P. instead of growing as they claim, has on the contrary lost practically 40 per cent of its membership.

Again when it is considered that the same element which heads the W. P. were leaders in the "Communist" Party and "Communist" Labor Party of 1919 with a combined membership of over 60,000, it will be seen that instead of growing they have gone back until they have but 25 per cent of that which they started out with, assuming that it has an actual membership of 15,233, as Ruthenberg now claims.

* * * *

Ruthenberg, running true to form, advocated several alliances and the forming of a "third" party which may best be understood from the statement of his mentor, John Pepper, appearing in The Worker, December 22, 1923:

"We can and must have concessions, in order to win the backward masses, but none the less we always represent the class struggle viewpoint and the future of the revolution. We can and must accept in South Dakota or in Minnesota, or in the May 30th convention the candidacy of La Follette as President if the majority of the workers and exploited farmers want to nominate him. But under no circumstances can we do what some comrades propose—take the initiative in nominating La Follette, that we shall recommend him to the workers and exploited farmers. We Communists cannot under any circumstances assume the responsibility for La Follette in the eyes of the workers and exploited farmers. BUT WE CAN AND MUST VOTE FOR LA FOLLETTE IF THE MIGHTY MASSES OF WORKERS AND EXPLOITED FARMERS WHO ARE NOT AS YET CLASS CONSCIOUS, PUT HIM UP AS CANDIDATE." (Caps ours.)

These ideas were incorporated in the November thesis drawn up by the C. E. C. and recommended to the convention for adoption. This was a little more than some of the delegates were able to digest. Sufficient clarity on such questions being lacking among the leadership of the W. P. they cut the Gordian Knot by having the matter referred to the Third International for instructions.

The question of shop nuclei and industrial branches which agitated the convention considerably gave the syndicalist element which is strong in the party an opportunity to air their views. Some were in favor of putting the organization entirely on an industrial basis, i. e., membership grouped in branches according to the industry in which they work, instead of upon the present territorial basis. Others were in favor of using both forms. The latter view prevailed.

The seventeen language federations which constitute 90 per cent of the W. P. membership makes the question a rather difficult one. However, they stand instructed by the Communist International to organize on the basis of shops and factories. How such a plan can work out successfully in view of their small, scattered and overwhelmingly non-English speaking membership is difficult to understand.

* * * *

The Central Executive Committee was reduced from 28 to 13. This freezes out representation from several of the language federations. Many of these federations, groups of which have already left the

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W. P., are far from being entirely satisfied with the party's policies.

The new C. E. C. is divided into two general camps. The Foster-Cannon group with strong syndicalist tendencies and the Ruthenberg-Pepper group which constitute a minority of five, rank opportunists. Apart from the two main tendencies typified by the majority and minority groups there is still another whose representative is Lore, editor of the Volkszeitung. Because of the latter's mild criticism of the W. P.'s opportunism they are called the "impossibilists." Thus it will be seen that the W. P. presents itself as a bird with three wings which makes progress by flying backward.

The old policy of ignoring or belittling fundamental education will be continued. In fact this question was given no consideration at the convention. The resignation of James Fisher of California and Caleb Harrison of Chicago, along with the side-tracking of two or three other individuals, who whatever else may be said of them, at least realized the great importance of sound educational work, drives the question still further into the background.

The W. P. has always been hostile to and impatient of those who stressed the value of Marxian education and have never lost an opportunity to put the skids beneath them. Rather than growing better in this respect they have grown worse.

* * * *

Joseph Manley, National Secretary of the Fed. F. L. P (the rural non-de-plume of the W. P.) brought in the report of the agrarian question. His report, part of which follows, is interesting in that it shows whither the W. P. has drifted or more correctly where it was headed for from the beginning.

"The economic ruin and bankruptcy of the farmers is rapidly bringing about a condition comparable only with that of the European peasant.

"As illustrating this deplorable condition the following facts are worth quoting: In 1923 an apple raiser in the state of Washington shipped 9,000 boxes of the finest quality apples to a commission merchant. For the shipment of 9,000 boxes he received $5.47. In 1923 in the famous Yakima Valley, in the same state, a man sold ten acres of Winesap and Johanthan apples, totaling ten thousand boxes. He received $10.00 and figured he got off lucky.

'A wheat raiser grew 19,000 bushels in 1923, and after selling the wheat he had to borrow $1,500 to pay deficit and taxes.

"A stock raiser sold three four-year-old farm horses. In Kansas City he received $2.40 for each of them. Becoming disgusted with stock raising he shot seven horses and used them for bait to poison coyotes and made $7.00 from each horse by selling the coyote pelts, on which there is a bounty."

Not a word was said by this "Communist" about the wageworkers on the farm, their low wages, long hours, conditions under which they labor or anything of the sort. (Manley, to whom "prices are set by Wall Street," might learn much from the I. W. W. about the agrarian question from a proletarian viewpoint.)

To perpetuate the former as a landowner and exploiter of labor is Manley's conception of the way to emancipate the working class. He does not recognize and cannot understand that the plight of the farmer is merely the result of production without plan,—one of the inherent defects of the capitalist system. The small farmer is being crushed by the large landowning farmers in the competition for markets and by production on a more extensive scale.

The struggle of the petty bourgeois who wishes to protect himself in his "right" of private property and the exploitation of wage labor is not the concern of the working class. All that interested Manley was the petty bourgeois. Nevertheless, his report was accepted without a dissenting vote.

J. E. Snyder, "a real dirt farmer," also reported on the rural situation. He advocated capturing the rural schools and school boards. What was to be done with them after they were "captured" he failed to make clear. Somehow or other he seemed to be laboring under the delusion that the W. P. was interested in education. Practically all he has learned since he was a right wing member of the S. P. and editor of the Oakland (Cal.) World, is that the W. P. version of Communism is to "capture" something.

* * * *

The career of these adventurists from the time when they formed part of the Berger-Hilquit machine in the S. P. to their present plight is an interesting object lesson. They have in the course of their hectic existence advocated most everything on the "revolutionary" calendar,—anti-parliamentarism, mass action, minority action, syndicalism, etc., and finally the cheapest kind of opportunism. Once it was "out of the A. F. of L. and into the I. W. W." and now it is "all into the A. F. of L." They broadcasted over the land "close the books, the time is ripe for action" and "the revolution is around the corner!" And now it is a "large mass party" on the most opportunistic basis. And once again the foundations of American Imperialism is threatened with their slogan, "The freedom of the Philippines."

They refuse to learn from the past and to profit thereby. To them such an idea is absurd. "The past is dead. Let the dead past bury its dead. We have come together to face the future. Let us judge each other upon the activities of the future and not upon the activities that lie behind us."

We do not blame them. Who, with their record of rottenness, would not do all possible to obliterate the memory of it?

The Proletarian Party is the only Communist organization in this country. Its task is clear. The road ahead lies along the lines of sound education and Communist activity based not upon the quicksands of opportunism but upon Marxism. The Proletarian Party draws attention to these facts and welcomes into its ranks all those willing and ready to work along these lines.



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THE YOUNG COMRADE

OFFICIAL ORGAN: JUNIOR SECTION: YOUNG WORKERS LEAGUE

Karl Liebknecht Number

INTERNATIONAL LIEBKNECHT DAY

THREE YEARS AGO, Karl Liebknecht, the leaders of the German Workers, was murdered together with his comrade in the fight, Rosa Luxemburg.

They were murdered by officers of the government after they had led a revolution of workers which had been supprsesed by the soldiers of the capitalists and the socialists. They were murdered because they stood for the rights of the workers against the bosses.

Every year, the workers of the whole world demonstrate on January 20th for the ideas for which Liebknecht stood. In every country in the world the Young Communist Leagues and the Communist Parties organize big meetings where the workers come and show their spirit of unity with the martyr of the workers, Liebknecht.

This year, the Young Workers League of America, together with the Workers Party and the young comrades of the junior groups will organize meetings in every city where there is a branch. We will show our solidarity with Liebknecht and with the Communists and the working class all over the world. We will show our sympathy with the German workers today who are trying to overthrow the bosses' government just as they did when Liebknecht was their leader.

And we will also demonstrate at these meetings for the fight of the workers, especially the young workers and children, in this country. The old and young workers will unite to show that they want to be free from the slavery of capitalism, and that they are ready to fight for that freedom, organized under the flag of the Communists.

Rally around International Liebknecht Day, young comrades! Join with the workers and their children all over the world and show that we belong to the big family of workers who are fighting for the day when we shall all be free from the bonds of capitalism!



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Help the Starving Children in Germany

THE children of the workers in Germany are starving!

Thousands of workers' kiddies are forced to roam thru the streets looking in the filthy ash barrels for a little scrap of something to eat. Sometimes, when they can stand the hunger no longer, they go to the potato fields and try to get some potatos for their meal. And the policemen and soldiers of the government shoot them. Some are wounded and others are shot to death.

The children of the rich do not suffer at all. They have all the good clothes and food, while the children of the workers go without clothing or food. This is because the capitalist governments of all the world are doing their best to break up the government and life of the country. And the capitalist government of Germany is doing its best to break up the working class movement. While the capitalists are making tremendous profits, the workers are starving, and when they try to do something to better their conditions they are shot down!

You, young comrades, must help your brothers and sisters in Germany! You remember how the Friends of Soviet Russia collected money and food and clothing for the hungry Russian workers. Now they have become also the Friends of Workers' Germany and they are going to do the same for the German workers. Young comrades of this country must do their share to help save the German workers and their children from death by cold and starvation.

Collect money! From your school mates, your friends at home, in the streets, everywhere!

Help save the German working class and its children, your brothers and sisters!

Who Was Spartacus?

MORE than two thousand years ago, the most powerful country of that time spread itself where today the land of Italy exists—the Roman republic.

In this land, where the power was in the hands of the rich patricians and where the unfortunate plebeians were oppressed, ruled for centuries a slavery which was a disgrace to man.

Each time the Roman Legions (soldiers) conquered some new land, the inhabitants, who were called "barbarians" by the Romans, were not only made slaves, but they were forced by the Roman rulers, for their pleasure and to satisfy the needy plebeians, to fight one another in a great circus before hundreds of thousands of people.

These fighters, who were compelled to fight one against the other, even if they were brothers, were called "gladiators." They were trained in special schools in the art of killing one another and the owners made lots of money from the human blood that was shed.

ONCE, in Rome, during the reign of the bloody consul Sulla, a memorable incident occurred in the Roman Coliseum, before the eyes of more than a hundred thousand people.

In the arena of the Circus, more than thirty gladiators on either side fought their bloody fight. One, by his strength, daring and courage, had drawn the attention of all upon him. He fought like a lion, and defended himself from the combined attack of a dozen enemies, and at last, many times wounded, he left the fight as the VICTOR!

The multitude, astounded at so much strength and bravery, shouted, "Long live Spartacus!", "Freedom for Spartacus!" For that was his name.

Sulla dared not oppose the will of the people and he gave to the brave gladiator his freedom.

But Spartacus would not accept his freedom whilst his brother remained a slave and was compelled to kill his comrades for the entertainment of the duped plebeians and bloody patricians.

SO HE BEGAN TO PREPARE A REVOLT OF ALL THE GLADIATORS AGAINST THE POWERFUL MIGHT OF ROME!

FOR four years Spartacus and his friends went from one school to the other. And under different disguises, they risked being arrested and killed, and prepared their brother gladiators for a determined struggle for their freedom.

One dark and rainy winter's night, Spartacus



Karl Liebknecht.

and his friend Oknome crept into the great gladiatorial school in which about 10,000 gladiators were being trained.

Earlier they had been divided into ten groups, so that all that remained now was the capture of weapons, which were kept in an armory guarded by Roman soldiers.

The gladiators had nothing but their empty hands, but they believed in the victory of their cause and indeed they had no other way. For them it meant Freedom or Death!

They flung themselves on the guards and seizing their torches, they forced them to flee.

Only **five hundred** gladiators were successful in leaving the town, and under the leadership of Spartacus they occupied a hill in the neighborhood of the town and there planted the RED FLAG OF REVOLUTION.

Twice the Roman troops attempted to take the hill. The first time they were beaten back by the gladiators who flung stones down upon them. The second time a division of the rebels allowed themselves to be driven with great difficulty down the hill, then they surrounded their attackers and destroyed them.

Spartacus was responsible for this war strategy. He alone never lost his head, and called his men continuously and with obstinate bravery to the struggle, for he believed in the success of his cause.

After he had gathered thousands of slaves under his Flag, he descended into the plain and spread fear and dismay amongst the Roman patricians. These sent their most capable generals and their best legions against Spartacus, but all proved themselves helpless against these "barbarians", who fought for their freedom.

FOR ten long years Spartacus and his fellows carried on the struggle against the might of Rome.

Thousands of gladiators who had fought for their freedom, perished. Spartacus himself died the death of a hero in the unequal struggle against the more powerful army.

Almost all the gladiators and many, many slaves were killed.

MORE than two thousand years have passed since then. The rich do not like anything to be written about Spartacus. One can find in no history book a section devoted to this great man. This comes from the fact that the struggle Spartacus started continues today, though in a somewhat different form. Then slaves, who could be bought and sold like chattels, fought. Today, proletarians fight, who are bought by the capitalists and at the first chance flung on the streets and left to starve.

In Russia the workers have flung off the yoke of the rich. They have built a workers and Peasants' government.

In Germany now, the workers stand before the same fight. The leaders of this struggle will be the communist workers, who have already, on the outbreak of the Revolution in Berlin, fought on the barricades and carried the name of the Spar-Karl Liebknecht, whose name is known all over the world amongst class conscious workers as that of the modern Spartacus. He too, like Spartacus, died at the hands of his enemies. It was at the end of the famous and heroic revolt of the workers in Berlin known as "Spartacus Week," when he was taken unarmed and cruelly murdered by officers of the German government.

This name Spartacus is holy for all fighters in the cause of freedom and it arouses the fear of all exploiters.

We young communist comrades will take it with pride and we will show that we are worthy to bear the great name—"SPARTACUS!"

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HOW THE AUSTRIAN YOUNG COMRADES ESCAPED THE POLICE.

AFTER a youth demonstration in Steyr, in which all the members of our children's group took part, I was going thru a street with a young comrade. I was carrying a flag and the young comrade had a red band on his sleeve. A man said to us, quite loudly: "These red pups would better be learning their prayers." A comrade offered him a Young Comrade, and he answered angrily: "Throw that trash into the fire." We began to talk to him but he shouted and made a great fuss, and a policeman came and arrested us, but the man was not arrested. We were taken to the police station and they asked us a lot of questions, and all at once we heard the Internation. It was the children's group who were demonstrating in front of the police station for our release. The leader of the group said: "We will stay here until our comrades come out and join us." Then the policeman went out to drive them away and we jumped out of the window and escaped. Thus our comrades freed us, and the more such things happen the more of our papers we can sell.

By H. S. Age 13.

WHY AND HOW I BECAME A MEMBER OF THE JUNIOR SECTION.

By Leo Granoff, Age 11.

I HAVE a friend who works in a fur factory. He has to comb the camphored fur and gets sick from the smell. He has very little air and works under an electric light, slaving for $5 a week. This friend of mine is in my class in public school and the teacher always tells us that this is a free country and that every man and woman has an opportunity to become rich and even become president of the United States.

I heard of a group called the Young Workers of America and I found out that the group was organizing the youth of the working class to fight for better conditions of the workers, the abolishment of child labor, and of capitalism. I was in Pennsylvania for about four months, and I saw children from the ages of 10 to 12 slaving in the mines as breaker boys for the simple reason that they had to help to keep up the family, because their parents did not make a living wage.

I tried to join this organization, but I found out that I was too young. They informed me that I could join the Junior Group, but I found out that there was no such group in Harlem, the district in which I lived. So I made up my mind that I would form a branch. I got about 8 members and I went down to the city office, Local New York, and gave in their names and addresses and they sent a comrade as director.

So a branch was formed.

The Young Comrade

Vol. 1 FEBRUARY No. 4

A working class magazine for working class children

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The Adventures of Johnny Red

By BILLY SAYLES.

"HURRAY, for the Juniors!" "Hurray for Johnny Red!" "At a boy, Johnny!"—The noise was in the yard.

Johnny's father rushed out to see what was the trouble.

And there in the yard and on the street were a large number of boys and girls, all shouting and cheering for Johnny Red. And the strongest boys were carrying Johnny on their shoulders!

"Holy cats!" he said when the boys put him down, "here's pop!"

Johnny's father had been away and little Red did not know he had returned.

But another boy rushed up to show his father a newspaper already opened. And there on the front page was a big headline: "Johnny Red Leads Little Reds." And just below, a large picture of Johnny Red and the whole bunch, with the Juniors leading, marching with banners and signs—just as plain as the nose on your face!

"What's all this?" his daddy asked. "Tell me the whole story."

Tommy Work was nearest and he was so excited!

"Gee, willikens! We had some fun!" he said. "It was cold as heck in our class-rooms and the Junior bunch wrote a note saying: "It's too cold," and left it on the teacher's desk.

"Gee, she got peeved and gave Johnny an awful wallop and sent him home. But Johnny came back and at recess the boys wrote 'It's too cold' all over the black-boards.

"Was she mad? Gee whiz—holy smokes! She was as mad as Geranium! And she sent us all home. Johnny suggested the trick so we made signs—see those pictures?—and we march around the school. And the other grades walked out with us.

"All the papers took pictures and they talked so much about our parade that all the grades now have plenty of heat and the teacher that soaked Johnny Red got fired!"

"Well, well!" Johnny's father said. "So you did some good, eh?"

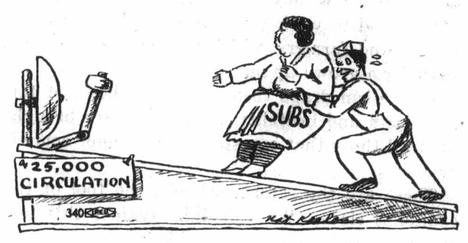
"Sure," Tommy Work shouted, "and we got five new members into our Junior group from our grade alone!"

"The Juniors are sure fighting little Reds," his daddy said. "But we must celebrate this victory. Johnny, invite the gang to a party tomorrow. I'm going to buy a large cake and a load of cookies."

"Aren't we going to have candy, Pop?" Johnny Red asked.

"You bet we are," his daddy said. "Nothing is too good for good little Reds."

GET SUBS, AND SUBS, AND MORE SUBS!



SUBS are hard to push, and that is why the young communist in the picture is working so hard to push Old Lady Subs up the plank to ring the bell of a 25,000 circulation. But he is pushing hard!

We want The Young Comrade to be read by thousands and thousands of young children of the workers. YOU, young comrade, can help us in this very important work. You read The Young Comrade and we know that you like it. Don't you think that your friends should be readers too? Of course. Well, get them to send in a subscription to this magazine. It costs only 50 cents, and you get The Young Comrade for a year thru the mail every month.

See if you can send in more subscriptions to YOUR paper than the capitalist papers have. Help The Young Comrade to get a circulation among the boys and girls of the working class of 25,000!

Do your share and write to us of how you are succeeding in the work!

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THE CHILDREN IN THE REFORM SCHOOLS.

By Martin Miroff, Age 10.

A RECENT investigation gives us a mountain of facts about reform school conditions. We find in existence bull pens where a boy is locked up for many days on the sickly diet of bread and water. Sometimes a new boy is thrown in and is beaten by the inmates. Proof has been given that a weak boy had been beaten to death.

The boys are only from 6 to 16 years old. Some of the teachers use fists and rules on the bodies of the boys. The children are taken out all bruised. Most of the children are from working class parents who cannot pay to take them out. They have to remain in the house of torture.

Instead of knowledge he is treated with brutality and such things as solitary confinement, bread and water, and physical punishment. They are also forced to work 8 and 9 hours a day as gardeners and farmers, which we know is too much even for a grown up man.

Capitalism drags these boys into holes of torture, pain and brutality where they are brought up until those that can stand it no longer commit suicide.

These are the reform schools, the tool of the capitalist class. We will fight against this tool and system of capitalism until it is gone.

THE WORKERS' FLAG.

By William Gershonowitz, Age 11.

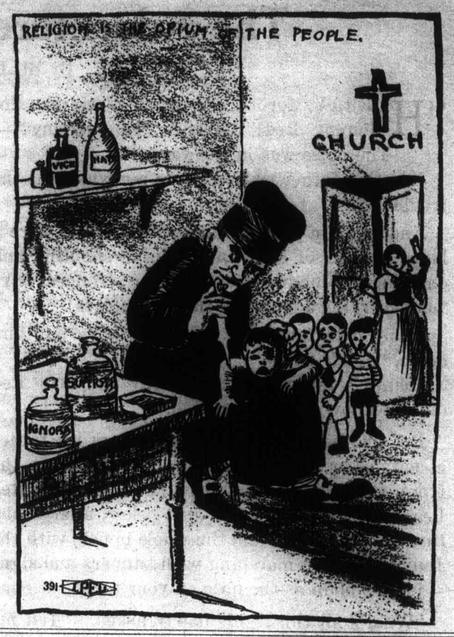
IN the cities of Russia like Moscow and Petrograd, where so many high churches once were, they are now most ordinary soviet schools. You can see on top of their towers The Workers' Flag.

The Kremlin, which is in Moscow, used to be the palace of the czar when the capital was in Moscow.

Kremlin's towers are so high that if the sun was just coming out, the main tower of the Kremlin would hide the sun.

The moon is coming out and it gives a great light. As I look up on the Kremlin's towers, I can see in the light of the moon The Workers' Flag. In the center of the red is, in white, the sickle and the banner which are crossed one over the other.

Kremlin now belongs to the soviets of the workers.



HERE is a picture for you to study. You see a priest sitting in a church, while a line of little children is waiting for him to tackle them. When he gets hold of one, the priest fills him with poison and dope from the bottles which he has on the table and shelf. They are marked Ignorance, Superstition, Vice and Hate.

The little children of the workers are sent to their various churches where the priest or minister teaches them how to be meek and kind and submissive. He wants them to be good slaves when they grow up and start to work for a boss. And so as to be sure that they won't be reds and rebels, they are told that this world is no good anyway, but that everything will be wonderful in Paradise.

Don't listen to the superstitious and ignorant talk of the men of religion! Don't let them tell you to wait for a paradise when you die. The workers live under bad conditions and we want to organize and be able to get our paradise NOW and RIGHT HERE ON EARTH!

With the Juniors

CHICAGO juniors are getting along great. They have just formed a city central committee. At the present city convention of the Young Workers League, Comrade Rose Cohen, age 12, was a delegate from the juniors. In her report she pointed out how the Chicago juniors were fighting against the patriotic and religious propaganda in the public schools. Her speech was followed by thunderous applause.

NEW YORK juniors took advantage of the arrest of their 11 year old comrade, Leo Ganoff. They arranged a big mass demonstration. Today Leo is scott free. He has been released by the judge. The best part of the Granoff case was that the juniors got over $20,000 worth of free advertising in the capitalist papers.

DAISYTOWN juniors relate the following incident of their last meeting. Comrade Katherine Ferenchik, after an article about colored children had been read told the group about a little colored girl in her class at school. This little girl was always making fun of the juniors until she was shown this article. She then admitted "That maybe you are right, but you wouldn't let me come into the group, would you?" She was surprised when Katherine answered "Sure!"

IN Cromwell, Minn., a small country town, we also have a striving Junior Group. The members are between 10 and 13 years of age. The officers of the group, Comrades Sulo Maki, Eugene Lehti, Ellen Maki and Luri Maki are sure that they will get more and more new members.

LOS ANGELES juniors are always in the forefront. They have just sent a $50.00 donation to the "Young Comrade." Besides their systematic educational program and their class struggle activities they are now going in for athletics and outdoor work. On Sunday, Nov. 25th, a picnic was held with a program of communist games, recitations and stories. Fifty-two Juniors were present besides the many outside children who were attracted. The Los Angeles juniors are lucky in having warm weather this time of the year.

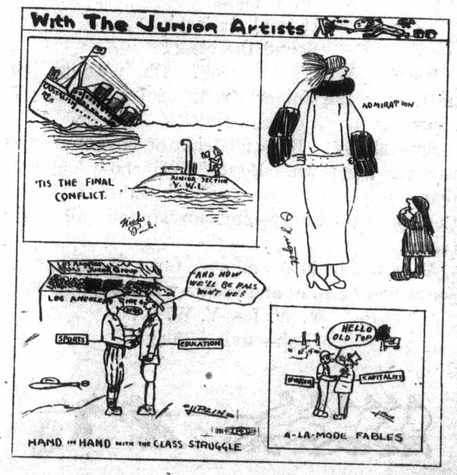
AMONG the new groups we have Hibbing, Minn. Comrade Verna Panula is leader and writes that they have elected comrades to take care of money, dues and subscriptions to the "Young Comrade."

THE Minneapolis juniors, under the leadership of Comrade Eva Stone, are advancing every day. Comrades Rose Segal, Martha Stone, Dora Greenberg and Dinah Star were elected to take care of the letter writing to foreign children's groups.

Besides this the group is discussing ways of reaching the Girl and Boy Scout students of the public schools of Minneapolis.

IN Conneaut, Ohio, the juniors recently sent a letter of encouragement to the Communist children of Germany. The letter was drawn up by the chairman, Alma Kuusiluoto and then passed upon by the entire group.

Every junior group that wants news of their activities printed should send it in at least every two weeks.



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Comrade Sunny's Column

HAPPY New Year, Comrades; have you made your resolutions this year? I know it is rather late, but it's never too late for good resolutions (I mean the kind that don't break).

One of my comrades, a ten year old girl, wrote out the following resolution for herself and I guess it would do for any of us.

"Resolved: I will not let one day of the new year go by unless I learn or do something to help the working class and give capitalism a knock."

She started by speaking up in class and defending the working class. Some days she only reads some book or magazine her group leader or communist school teacher said was good. But you do a great deal for the working class when you educate yourself the right way.

Write to me and tell me how you are helping the working class.

Hist! Little rebels, I cannot close without telling you. An older comrade read some of the letters you sent me and he said, "These Juniors are sure some clever kids."

Long live the spirit of the Juniors,

Comrade Sunny.

P. S. Lilly Cummings, Canada: Please send me your address again; my letter to you was returned.

LOS ANGELES JUNIORS ARE IN FOR SPORTS.

By I. Lipzin.

At last! At last!
Sound the blast!

What? What's the riot? Oh, nothing (oh, no!), only the Junior Group of Los Angeles is annexing sports to its activities.

Sports, boy! Baseball team of boys and girls will rig the town. Boy! We'll show 'em how teams work under cooperation, teamwork under the communistic system can lay out all other teams.

Yells will be heard all over town when we win; songs will be sung and people will cheer:

Y. W. L.—Y. W. L.!
Rah—Rah—Rah!

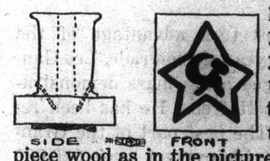


Work School Corner

HOW TO MAKE A COMMUNIST INK STAMP.



CUT out the star-emblem and paste it on a piece of rubber or leather. Cut out all the white space, until only the star, hammer and sickle is left in relief. Then glue it on to a piece of wood. When you get this done, ask your mother for a thread spool. Yon can then either nail or glue the spool on to the piece wood as in the picture.



Young Comrades! You surely know how to make things of this kind. Things which can be used by the Juniors all over the country. Well! Suppose you tell us how to make them in this column. Send in your ideas today.

To All Young Readers.

Dear Comrades:

You know that the Junior Section is part of the Young Workers League. Do you know that there is a Junior Section and a Young Workers League in many, many countries? All these organizations of young fighters are organized under the banner of the Young Communist International. This is our world organization. In order to save time we call it the Y. C. I.

The other day the Y. C. I. sent us a letter. In that letter they asked us to collect copies of the various books used in the Public Schools of this country. They want histories, geographies, and reading books especially. These books of course can be second hand ones.

Will you help out the Y. C. I. in this work? Can you dig up some school text books at your home? If you can do this send them in at once, to

Your Comrades in the fight,

Junior Section,
Young Workers League of America,
Nat Kaplan, Junior Director,
1009 N. State St., Room 214,
Chicago, Ill.

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THE YOUNG COMRADE

OFFICIAL ORGAN * JUNIOR SECTION * YOUNG WORKERS LEAGUE OF AMERICA

VOL. I. NO. 5. MARCH, 1924. PRICE 5 CENTS.

The Child Slaves

DOES your teacher ever tell you what a wonderful country this is? And do you ever read the same thing in the papers of the capitalists? And see the same thing in the movies.

Of course you do!

And yet, in this wonderful country you hear and see about, there are millions of little children who are SLAVES! These are the workers' children — not the capitalists. These are the children who have to go to work in factories and mines and mills and fields and in the streets where they sell papers or shine shoes.



The Workers' Child on the Altar of Profit.

These little children, lots of them only 5 and 6 and 7 years old, have to work long hours of the day and night so that they can get a little money to support the family and themselves.

And they work for only a few dollars a week. They work under awful conditions, where their lives and health are put in danger. Most of the work is so dangerous that lots of the children die, or get sick, or are hurt by machines.

These little child workers are forced into this because the capitalists do not pay their parents enough to live on. So the bosses

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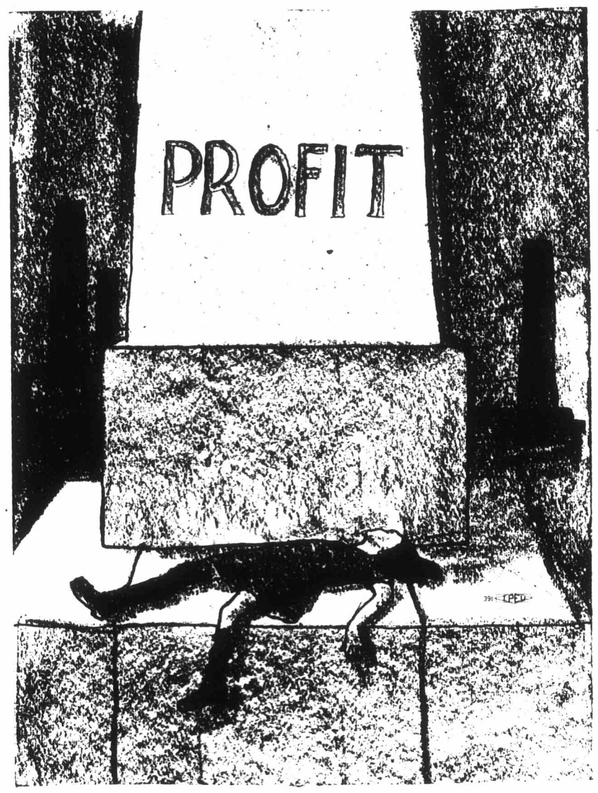

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make the children go to work in order to earn more for the family. And the bosses figure that children will take smaller wages than a grown-up worker. This is good for the boss, because he can make more profits. But it is not good for the working class, because their wages become smaller and they cannot support themselves like human beings, or bring up their children as children should be brought up.

The child worker never has anything like the advantages of the rich child you see.

Now, the Young Workers League and the Junior Section and the Workers Party and all the other communists and radical workers are fighting to do away with this slavery of the child. We believe that the children of the workers are entitled to ALL the beautiful things of life, which the working class and not the capitalists produce. There is nothing too good for the child of the worker, we say.

Don't you agree with us?

The capitalists who control the government will never do away with child labor. They want the children to slave for them, because they can make more profits.

So it is up to the workers to do away with child labor. This we can do only when we kill off Capitalism and have a workers' government. In the meantime we must do all we can to better and to limit the work of children.

In this work, the juniors can be of great help. They must get to work to help their little brothers and sisters.

Let every junior write to The Young Comrade about the child slaves. If you work, write about your life in the working place. And write as to what you think we should do about this.

Let's get the junior communists into action to fight against slavery of workers' children!

Send all your writings to The Editor, The Young Comrade, 1009 N. State St., Chicago, Ill.

Mary's Ambition

By M. L.

MARY jumped out of bed and ran to the open window. The morning sun smiled at her and the apple trees nodded their blossomy boughs as if to say, "Good morning."

"How lovely everything is!" Mary thought to herself. "I'm sure everyone must be happy with such a beautiful world to live in."

She dressed quickly and went downstairs into the kitchen, where her mother was frying delicious golden-brown pancakes.

"Good morning, mother," said Mary in answer to her mother's greeting. "Oh, goody, pancakes! How good they look!"

As she sat down to the table she asked, "Where is daddy?"

Her mother smiled lovingly at her and said, "He has gone to fetch a little boy from the city to stay here on the farm for two weeks. I hope you will try to make him happy while he is here, for he has never seen a farm before."

Before Mary could answer she heard her father's car come down the road and she ran out to meet him.

"Hello, daughter," he cried as he saw her. "Here is Jim, who has come to stay with us a while," and he gently pushed toward the house a little boy.

But what a pitiful sight that little boy was! His face was pale, his whole body so thin that his many times patched and darned clothes looked as though they were empty and moved entirely of their own will. He looked so bashful and ill-at-ease that Mary felt sorry for him.

"Come in for breakfast," called Mary's mother from the door.

"Of course, we will—won't we, Jim?" said Mary's father, laying a kind hand on the boy's thin shoulder and leading him toward the house. Mary hopped along beside her father, holding his other hand.

AFTER breakfast was over she showed Jim her chickens and her ducks, her little pet calf and the baby kittens that had no eyes as yet. Jim gradually lost his bashfulness in exclaiming over everything new and strange that he saw. Mary's friendly chatter caused him to become more talkative and he told her all about himself.

He had been born in the city and had never been in the country before. Cows and chickens and the like he had seen only in pictures at school. His father had worked in a factory every day from dawn to dark until one day they had brought him home dead. He had been caught in one of the machines in the great factory and crushed to death. The company had refused to take any blame for the accident. His mother had had to go to work in a laundry, for what little money had been saved went to pay the funeral expenses of his father. Now his mother was in a hospital, broken down by worry and overwork. Mary's father had heard about them and had been kind enough to take Jim with him until his mother grew better.

In the two weeks that Jim was with her, Mary learned that there were a great many unfortunate people in the world. He told her of people so poor that two and three families lived in one or two rooms, while factory owners for whom they worked had many beautiful palaces in different parts of the world. He told her of mothers searching cans for fod to bring to their children while the idle rich people fed their lap dogs delicacies from silver plates. He told her of men thrown into prison because they dared to ask for better wages and shorter hours; of little children slaving long hours in factories instead of going to school.

"Oh," he cried, "when I get to be a man I shall spend my life helping to do away with the poverty and slavery of the working people.

AFTER Jim had gone back to the city Mary said to her mother one day, "When I grow up I shall try to do the same as Jim. I want to help bring about the time when every one is really equal, when there is no powerful rich class who keep the poor in slavery, but when every one has the same chance for happiness."

"That's a splendid ambition, dear," said her mother.

Dear reader, don't you think we all ought to have the same aim in life as had Mary and Jim?

HOW THEY LIKE THE YOUNG COMRADE.

"The Young Comrade is a good paper and I can hardly wait for the next month to come. I read it right away when I come from school and my mother tells that The Young Comrade has come. I should like very much that it would come every week. Your friend, Comrade Arne Mattila."

FORMING A JUNIOR GROUP IN ROCK, MICHIGAN.

Rock, Michigan.

Dear Comrades:—

I had been reading The Young Comrade and I tell you it is one of the best papers. I am trying to get a junior section. There are six members already and here are their names. First is the leader Vilho Uusitalo, Sylvi Uusitalo, Vaino Hill, Bertha Sandback, Vieno and Vailto Warmanen. I am trying to get some more and we are going to have a picnic. We have been fighting much against the public schools. My teacher said I am very blind because I do not go to the church. And she tells me that the people in Russia are so blind that there is not so blind people no place. The members are from 9 to 12 years old. But I said that you do not know a bit of the Russian people. Oh, boy, she was mad and put me two hours after school and tried to make me give up. But she could not.

In Christmas time she went away and said that she is not going to teach communists. Now the new teacher has not been talking nothing.

I would order The Young Comrade for a year, but I have not got any money now.

By Vilho Uusitalo, age 12.

Read The Young Comrade, and get your friends to do the same.

Anyone who doesn't work shouldn't eat. Tell that to the capitalists.

The Young Comrade

VOL. I. MARCH, 1924. NO. 5.

A working class magazine for working class children

Published monthly by the Junior Section Young Workers League of America.

Send all orders and articles, and remit all funds to THE YOUNG COMRADE 1009 No. State St. Rm. 214. Chicago, Ill.

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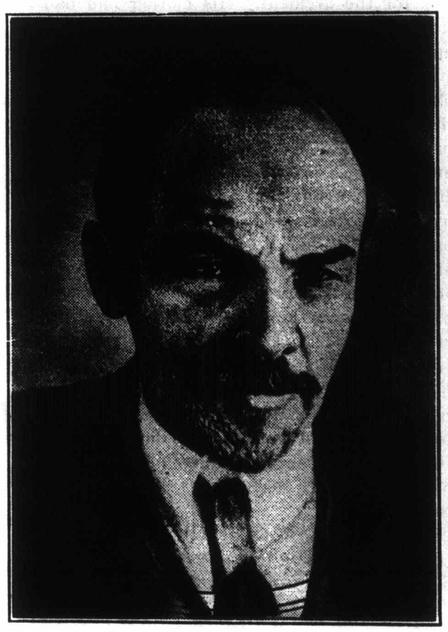
Comrade Lenin was the prime minister of Russia and he was the leader of the Russian workers' revolution. But that was not all. He was also the leader of the working-class movement in all the other countries on the earth. He was the leader of the Communist International, to which belong all the workers' communist parties of th eworld. He was a great thinker and a revolutionary. He was the leader in the fight of the workers to free themselves from capitalism and set up their own government. He, like all other communists, saw how the workers were living in misery and he wanted them to live under a society where there was no such thing.

When Lenin was very young, he was already fighting the brutal czar and the capitalists. He was kicked out of his college because he tried to get the students there to be revolutionists. But this did not stop him. He became more active until the Russian workers made their revolution. For his trueness to them, and because he was a great leader, he was made the prime minister.

All the workers are sad because Lenin has died. But we shall not weep. What we will resolve to do is to carry on Lenin's work. He lived and died to free the workers from the slavery of capitalism. And we, the communists of the Workers' Party and the Young Workers' League and the Junior Section, are going to continue with his work in this country until we, too, have been freed.

If Lenin could speak now, he would say to all the workers of the world and to their children: "Get into the working-class movement and fight for your freedom!"

This is the message of our comrade, Nikolai Lenin. He was a great fighter and a great leader. And the children communists of today will be the working-class revolutionary of to-morrow!



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WHY WE ARE AGAINST THE BOY SCOUTS.

By THELMA KAHN.

ONE Sunday, our Junior class was discussing the Boy Scout organization and capitalism. So I stood up and told them that capitalism does not only train the Boy Scouts to shoot and use a rifle for its own interest but to shoot down his own father and brothers when there is a strike. For instance, if there were 100,000,000 people in the United States and they would make 600,000,000 suits or other necessity of life, there would be 500,000,000 left over. Well, what is capitalism going to do. The capitalists go over to China or some other land and try to sell their suits there. As he goes along the streets they see England selling suits also. And a dispute follows. Then the capitalist sends his soldiers, who are now grown-up Boy Scouts, to fight England. Millions of them get killed, and what for? Just so that the capitalist can sell their too many suits to the people. The Boy Scouts also learn how to stick people on the end of their rifles and other ignorant things.

Another way they make you fight for them is to say, as they said in the World War, "The terrible Huns are nailing children to the walls and cutting them to millions of pieces." Next time if we are smart enough we will say, "The Huns are doing no such thing; they are our brothers and we will not kill them."

And so the struggle goes on, and if you want to grow up as men and women who fight for the **workers** because they **are** workers, join the Junior Section of the Young Workers League instead of the Boy Scouts and Campfire Girls' organizations.

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(Sing this to tune of "Barney Google.")

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About the workers and their daily life and 'bout what capitalism brings.

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Read The Young Comrade, it'll put you in a dandy mood.
Articles and stories you'll find galore,
People reading them want more and more,
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—ROSE COHEN.

HELP THE GERMAN KIDDIES!

THE members of the junior groups all over the country are getting into the campaign to raise money for the starving children of Germany.

This money is not going to go to the rich children, for they have plenty to eat and drink. Their fathers are still making lots of money from the work of the workingmen. The money to be collected is going to the children of the workingmen. The money to be collected is going to the children of the workers who are starving. Their fathers and mothers cannot keep them alive with the very, very low wages they get. So the little children must go into the streets and look into the garbage cans for dirty scraps of food. Some of them go into the country and try to get something off the farms, because they are very hungry. But when they are caught, the soldiers of the capitalist government shoot them and kill many of them.

Now we must help these children of the workers! We cannot stand by and see them starve. The bosses of this country go together with the bosses everywhere when it comes to hurting the workers. And so also must the workers of this country go together and help the workers of other countries.

You little comrades of America must do your share for the hungry and dying kiddies of Germany. We want them to live, and we want their fathers to live. We know that soon there will be a revolution in Germany by the workers and they will set up a workers' government where little children will not die while the rich live in luxury.

The Friends of Soviet Russia was the organization which helped the workers and their children in Russia when there was a famine there. Now when the workers of Germany are starving, they have added to their name until it is: The Friends of Soviet Russia and Workers' Germany.

The Friends of Workers' Germany have got out a booklet. It has in it little stamps. These stamps sell for 10 cents. Every young comrade should send in a letter IMMEDIATELY asking for one or more booklets of this kind. They should be sold to your schoolmates and friends and to older workers whom you know.

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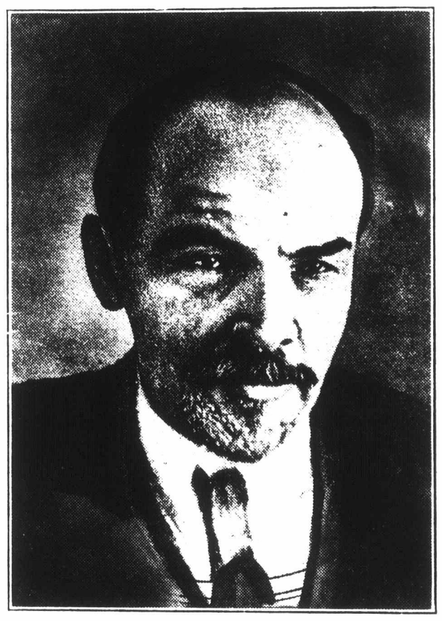

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Write your letter to the Junior Section, Young Workers League, 1009 N. State St., Chicago, Ill.

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Doings Among the Junior Leagues

THE Houston, Pa., Juniors are doing splendid work in the public schools of the vicinity. Recently one of the members got up in his class and recited the words of the International. For doing this he was beaten by the teacher with a strap. Upon being asked about this he said: "Aw, it didn't hurt, because I knew that most of the juniors were sticking with me."

The juniors out here are conducting a big fight against the teachers who forces them to buy candy from her. If they don't do it the teacher gives them bad marks on their report cards. Among the most active comrades conducting this fight are: Comrades Tony Note, Louie Note, Jim Note, August Demark, Dominic Spin, Russell Toohey, Maurice Toohey, William Spin, Bennie Murdock, Sam Rotella, Julien Vinck and Fred Arnal. Nearly all the members are the children of coal miners.

MORRIS Trachtenberg, our young comrade in Philadelphia is making headway in his attempt to organize a junior group. He now has 8 boys and girls with him and is trying to get more.

THE Junior Group of Conneaut, Ohio, in their last meeting discussed how they could help the poor starving children of Germany and this is what they decided to do.

The girls organized a sewing club and they are all going to make something. The boys are going to make something too, but they wouldn't say what. So we will just have to be patient and see what the boys can do.

Later they are going to make an evening entertainment and these things are going to be sold to the highest bidder and the money will be sent to the starving German children.

AMONG the latest additions to our large junior family we have the Bridgeport, Conn., group. It already has 15 members and is getting itself started in the real junior work. The secretary is comrade Louis Palinkas and the treasurer is comrade Andrew Tarczali.

THE Daisytown juniors write the following: We now call our junior group the "Young Pioneers." On Liebknecht Day we had a play with the Y. W. L. It was called "The School Struggle." Comrade Merrick, of the Workers Party of Pittsburgh gave us a talk about Karl Liebknecht and it sure was intersting and everyone enjoyed it. Comrade Nat Kaplan, national junior director, gave us a talk about "Spartacus." We sold badges and Liebknecht buttons. We are sorry to hear about the death of our comrade, Premier Lenin."

Katherine Ferenchik, age 13.

A big mass meeting was held by the Chicago juniors last week. Comrade Martin Miroff, age 10, was chairman. There were about 250 to 300 children present. Many of the young comrades made fine speeches and some recited poems, such as, "I am a little Communist," etc. Max Bedacht of the Workers Party told us how the capitalist government makes all the wars. The feature of the program was the Marshfield juniors, who were dressed up in red uniforms with a little black ribbons in memory of comrade Lenin. In some of the speeches the young comrades were urged to make a big campaign for the collection of money for the starving German children. Some of the young speakers told us about the campaign that the Daily Worker was conducting in which they showed up all the rotten conditions in the public schools of Chicago. Many of the schools are without fire escapes and many children would be burned if a fire broke out.

ANOTHER addition to the junior family is the new junior group in East Liverpool, Ohio. Comrade Carl Cullen, the young comrade in charge of the work will see to it that things get properly started.

THE Paterson juniors are making their start by playing communist games. The group has no Y. W. L. member as leader but the young comrades are game fighters. They have elected a committee to study the games and then teach them to the rest of the group. W. Gershonowitz is the secretary.

COMRADE Steve Boian of Warren, Ohio, is trying to organize a junior group. His address is 19 Walnut St., Warren, Ohio. Get your group to write him a letter and encourage him in his work.

A new junior group has been organized in Gary, Ind. by our little organizer, comrade Lalla Glaser. Here's hoping that the new addition will meet with success.

EUGENE Lehti, the 13 year old organizer of the Cromwell juniors sent us in a drawing for the Young Comrade recently and told us that his group was getting along fine.

THE juniors have now worked their way into W. Virginia. A new Junior Group has been organized in Barrackville, W. Va. Comrade Mary Brajkovich writes that the group leader comrade Paul Kucinic will show them how to become real young comrades.

THE junior section of the Young Workers League is now a big, national organization. It has grown in strength since May 1923. To-day we have about 31 junior groups in the United States, and over 2100 members. The juniors should be proud of their big organization.

If the other Junior Groups want to get news of their activities in the YOUNG COMRADE they should send it in. Every group should have a regular correspondent.

Johnny Red Gets His Party

By Billy Sayles

"HOLY Cats, pop, you'll have to arrange a party for all the Juniors. You lose your bet!"

"No, I don't," his father said. "You have to get a new member this week for your little bolshevik juniors."

"Sure, pop, we got one! And the funniest way! All the juniors went out with our leader to see the difference between the rich and the poor districts.

"It was awful to see those kids living in such filthy holes. Everything was so dirty—even the poor kids!"

"All right, Johnny, I know it's sad," his daddy said, "but what about the new member?"

"Holy Cats, pop, that's what I'm telling you. You know that tough little kid we called "Nails," who worked for Skinnem, the butcher?"

"Yes, what about him?"

"Well, we met him there—he lives in that poor neighborhood and, holy geranium, when he saw us he started calling us "bolos" and "redheads" and all kinds of names.

"But when our leader told him we were going to the park and the boulevard where all the rich live, he came with us and on the way he told us we were nuts. He said the rich were good because they helped his mother by giving her washing to do. And that he had as much rights as the rich kids."

Johnny's father laughed.

But Johnny continued, "And when he was telling us that, we were passing rich Reggie Van Sucker's house, that little stuck-up kid was just pulling off a flower and the cop saw him and never said a word! So Nails saw it and he pulled one too. And holy cats, you ought to have heard how the cop bawled him out.

"Gee, Nails was sore and he felt foolish 'cause he was just telling us that he had as much right anywhere as the rich kids.

"And then, pop, we passed the dandiest houses, all marble; beautiful lawns, with statues and everything. Oh boy, it was classy—nothing like the poor districts.

"On our way back, we met that rich little Reggie Van Sucker! And he told Nails his nose was dirty. And it was too, but he also stuck his tongue out at Nails.

"So Nails jumped at him and gave Reggie an awful smack in the nose. The cop saw this and pinched Nails, and gee, our leader talked and talked and talked before the police captain would let him go."

"But what did he say to Reggie!" Johnny's father asked.

"Not a word—honestly! That's what made Nails so sore again. So he joined the juniors, pop—he says he knows we poor kids can't get a square deal."

"He learned from experience, eh?" his daddy answered. "Well, he seems to know how to use his fists—and now he uses his head too.

"Sure, pop, but how 'bout that party for the juniors?"

"Well, you little agitator, you get it tomorrow!

"You got a new member in and that's a good job!"

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Comrade Sunny's Column

GREETINGS little Comrades! I received many letters last month. Two of them I will answer in this column. The others I have already mailed my answers to.

Dear Comrade Sunny:—

Some other boys and I are going to try to organize a junior group in Astoria, Ore. We had a little club that had eight members. In our last meeting I talked to them about it. They said they were willing to join it, so I thought I would write to you about it and will you please give me some directions and also tell me about the dues.

I have learned that pledge (I pledge allegiance to the Worker's Red Flag—etc.) by heart and every time that we have to give a pledge to the American flag I will tell our pledge to myself.

Your comrade,
PAUL SIRO, Astoria.

I am sending you a letter telling you how to organize a junior group. I hope you succeed.

I am glad you learned our pledge.

I am sending some games that you might like.

Please write and tell me how you are getting along.

Dear Comrade Sunny:—

I read the Young Comrade and I enjoy it. I am trying to make the mail man busy as you said.

My brother thinks the Young Comrade is better than funny papers.

I think if the 1923 year was a Capitalist year, let's try to make the 1924 a young worker's year.

Your Comrade,
PAULINE MIKULAK, So. Bend, Ind.

Keep it up Pauline! The mail man is grumbling already. A couple more letters and he will be mad enough to strike for better wages.

What say we all give three cheers and a tiger for 1924, the worker's year.

All ready? RAH! RAH! RAH! 1924 FOR THE WORKERS—RAH!

Now give a couple for the Juniors and that's that until next month.

—COMRADE SUNNY.



Gregory Zinoviev, Chairman of the Third International, which unites all the revolutionary workers of the world.

WHY I JOINED A JUNIOR GROUP.

By ETHEL JAFFE, 11 years.

I USED to read the jokes of the funnies about Winnie Winkle and I thought that this is the best reading for children. And since my father brought me the Young Comrade, I began to read it and I found out about the rich and the poor. And I thought about my father who works hard every day in the year for a living, and even then we can hardly come out. I know a girl whose father never worked and she has all the pretty things. Now I know that the poor and the rich cannot be friends. That's why we got to join the young communist groups and fight until there are no rich and no poor and everyone can enjoy the good things of life.

Join the junior group in your town; if there isn't one in your town, ORGANIZE ONE.

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SOVIET RUSSIA PICTORIAL

VOL. IX. MARCH, 1924 NO. 3.

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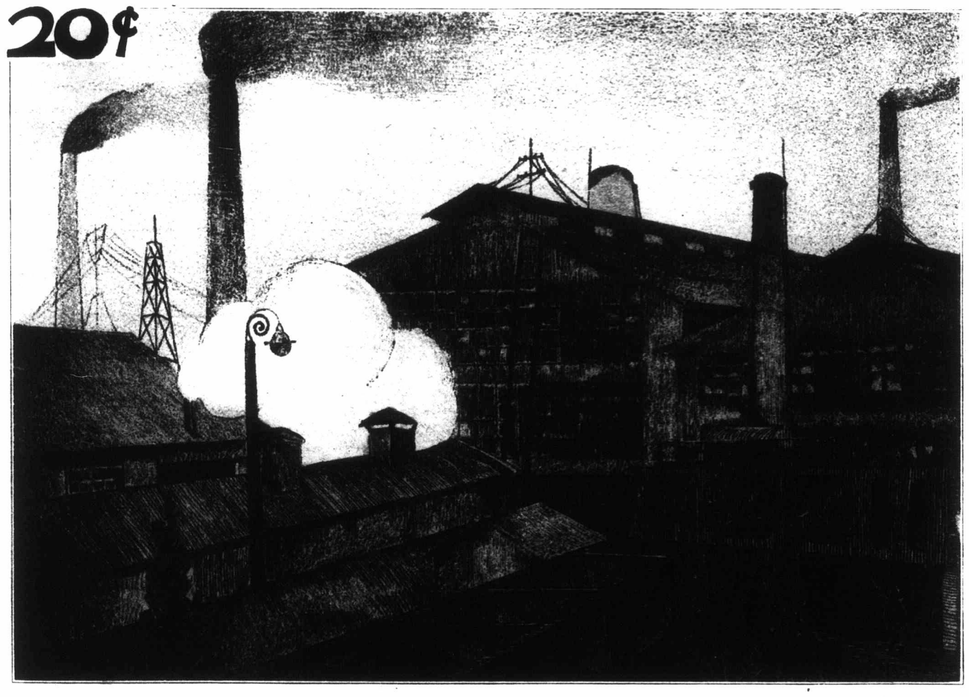

Russia at Work Building a New World

—Full Page Portrait of Lenin on Page Two—

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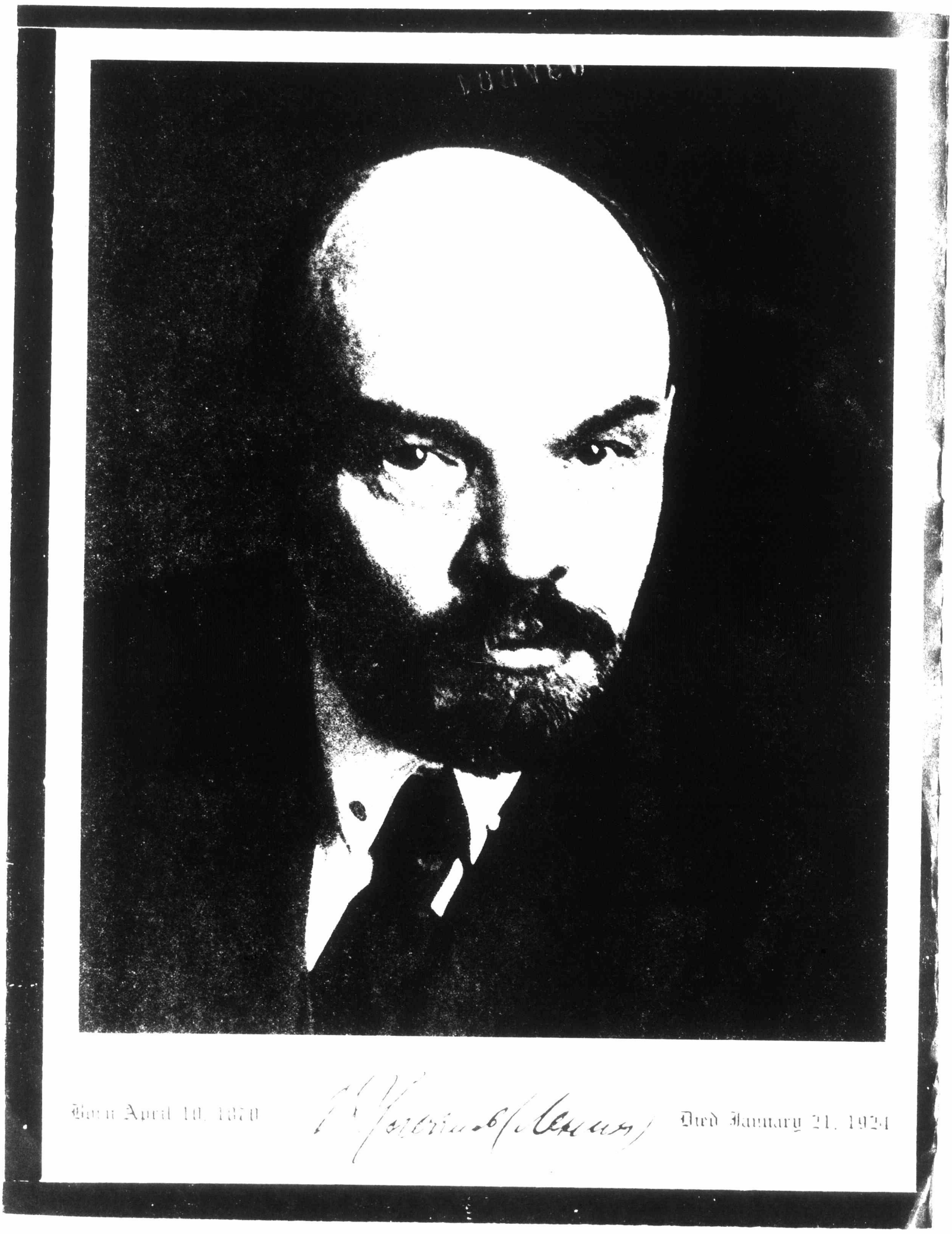

Born April 10, 1870

Died January 21, 1924

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Sisters of Lenin at the Bier of their Brother in the Labor Temple of Moscow.



Lenins body carried through the streets of Moscow from Rail Road Station to Labor Temple.

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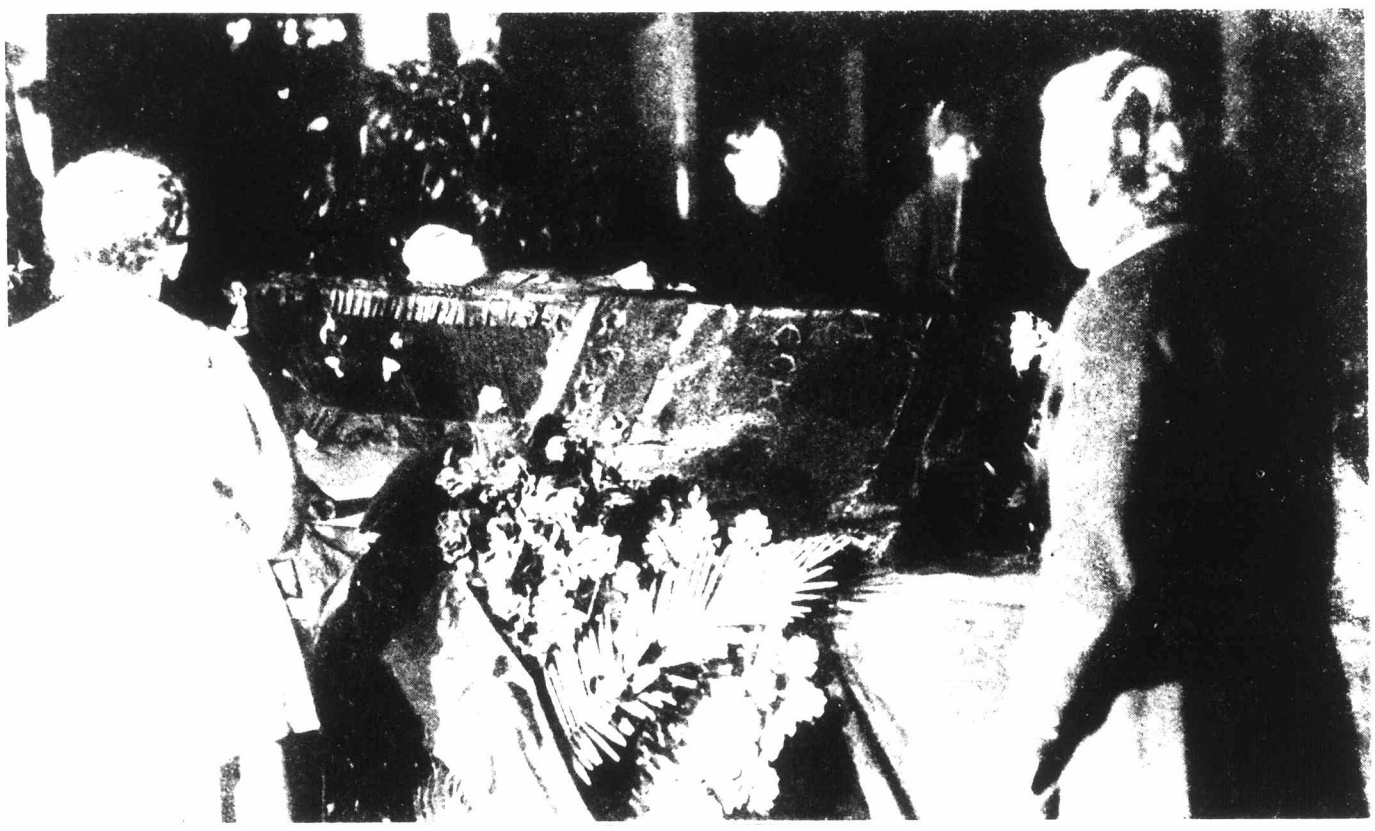

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SOVIET RUSSIA PICTORIAL

(Formerly Soviet Russia)

OFFICIAL ORGAN OF
THE FRIENDS OF SOVIET RUSSIA
INTERNATIONAL COMMITTEE FOR WORKERS AID

Published Monthly

32 S. Wabash Ave., Chicago, Ill.

Devoted to spreading information about Russia with the specific purpose of informing American readers on the institutions and conditions in the country. Devoted also to the task of bringing nearer to the hearts and understanding of the American workers of the problems of the toilers of other countries.

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VOL. IX. MARCH 1924 No. 2.

EDITORIALS

A SUBCOMMITTEE of the committee on foreign relations of the Senate of the United States, which is charged to investigate the relation of this country and Russia, held a number of sessions prior to the development of the Teapot Dome Oil scandal. All these sessions were taken up by testimony given by representatives of Mr. Hughes, the Secretary of State.

Some of our liberal contemporaries contend that Mr. Hughes is a legal formalist. They say that all the sentiments of our distinguished Secretary of State are expressed in the codes of civil, criminal or international law; and whatever humanitarian reasons there may exist to disregard or interpret benevolently any rules of those codes, Mr. Hughes is never willing to give a culprit the benefit of such benevolence. For him the world rests on these rules. Disregard one, and the structure of the universe will tumble down. Such a man, according to our liberal contemporaries, is our honorable Secretary of State.

Now we are always ready to interpret actions that we cannot agree with in the most liberal way. But we refuse to violate logic.

Mr. Hughes has demonstrated to us, and to the world, that he is far from being a formalist. He is an enemy of Soviet Russia. And he fights Soviet Russia by fair means,—or others.

In the submission of its testimony the Department of State has violated every rule of legal procedure. Testimony was submitted that would have to be ruled out by any court of law. Heresay testimony, coming from fifth hand, and originating from someone, who, in the nature of things could not know anything about the matter. And when the chairman of the committee demanded proofs for such assertions all the legalistic Department of State could produce was a mysterious whisper: We believe it and therefore we want you to believe it.

Any case which would be brought before a law court on such evidence would be laughed out of court. And Mr. Hughes, being a lawyer, knows that. But, our liberal contemporaries notwithstanding, he is no formalist. Because, though he knows that in a court of law he would not get away with it, he hopes that in a court of public opinion he will. He relies on a hope that for the people the word of an official is enough of a fetish not be doubted. But the people have long found out that the public official is still the man he was before he was endowed with the insignias of his office. If hired by the prosecution the culprit was a black criminal: if hired by the defense he was persecuted innocence.

Thus we take Mr. Hughes as the lawyer for the prosecution. And as part of the dear public, as part of the court, we declare that Mr. Hughes has utterly failed to prove his case. Soviet Russia must be recognized by the United States. The best interests of our country demand it. And the workers and farmers of the United States will work for it till they get it, Mr. Hughes notwithstanding.

ENGLAND has at last recognized Soviet Russia. Following on the heels of England came Italy. The labor government of England, the Fascist government of Italy, seemingly two opposite poles, have at last reconciled themselves with the inevitable.

In neither case was it special love or sympathy with Soviet Russia. Both governments recognized, what our State Department refuses to recognize, that the benefits of recognition are mutual. In the age of co-operation and concentration one cannot practice on the field of international relations what has been long discarded on the field of individual business relations. It is no longer the highest art of competitive business to drive the competitor into bankruptcy. With the intricate machinery of modern capitalism a bankruptcy does no longer denote a victory of an individual competitor, but it denotes a crisis in commerce and industry. Therefore pools and combinations have replaced bankruptcies as methods of dealing with competitors.

On the field of international relations the same principle applies. A bankrupt Germany brings all of Germany's competitors on its legs to find ways—not to hasten—but to avoid that bankruptcy.

An economically developing Russia may cause the envy of the competitor. But to save himself he must come to an understanding with the hated enemy. Intelligent governments see that.

Maybe our State Department needs some lessons in elementary intelligence to see what MacDonald and Mussolini could see, in spite of their hatred of Soviet Russia.

(Other Editorials on page 65)

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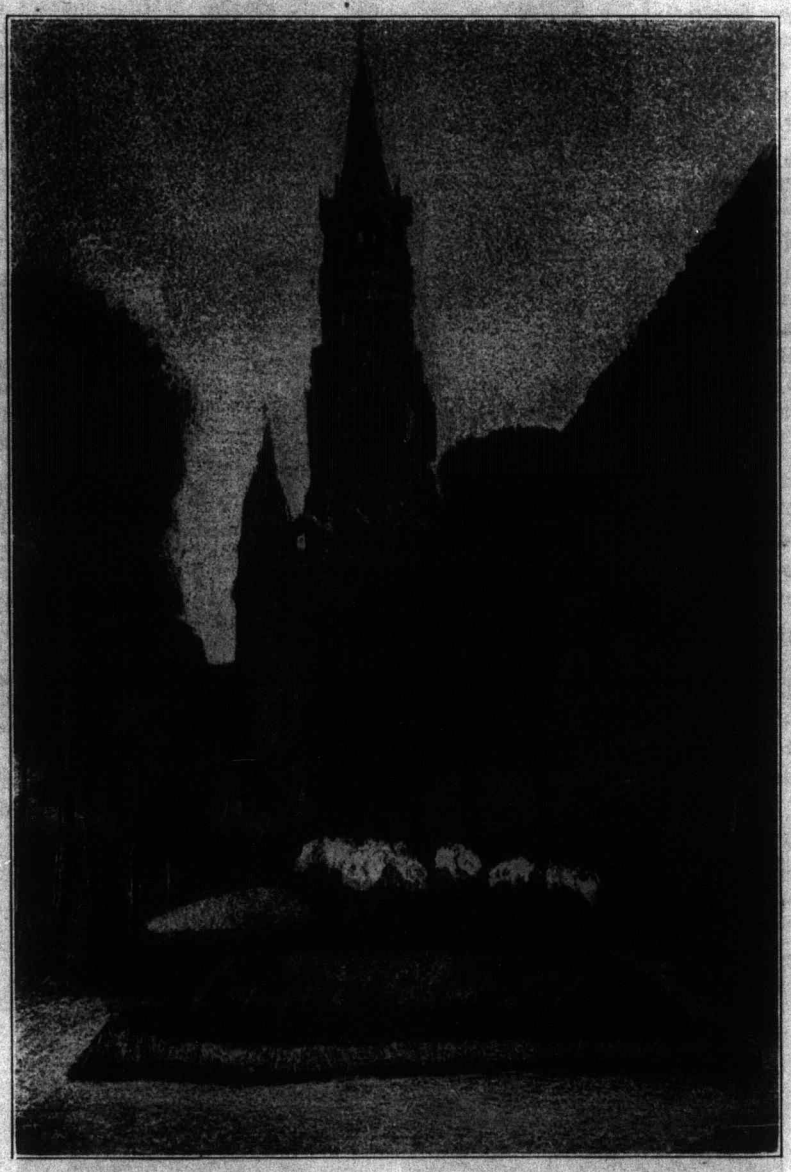
NIKOLAI LENIN

ON Sunday January 27, new Russia buried its greatest son and leader, Vladimir Ilyich Ulianow, Lenin. Death came upon him unexpectedly, on the 21 of January, and closed a great and useful life.

Lenin's life, work, and achievements closed a chapter in the history of mankind, and opened a new one, for he was one of the world's greatest men. Friends and foes of Lenin agree that he had put an indelible stamp upon present history. And in ages to come, when the great slaughter of the world war will be treated only as an incidental event in history, then the Russian revolution and its leader, Lenin, will still be regarded as the makers of a new era.



Beneath the Kremlin Wall where Lenin's Body was laid to Rest amidst Hundreds of Martyrs of the Revolution burried there.

Vladimir Ilyich, as Lenin was affectionately called by his comrades, and by the Russian masses, was born on April 10, 1870. Serfdom had been "abolished" in Russia nine years before Lenin's birth, by imperial decree of Alexander II. But this emancipation handed down by "benevolent" autocracy, had proven to be a gift of doubtful quality. The barons retained their estates. And whatever land was given to the "freed" serfs was loaded down by rents and taxes, craftily designed to chain the free peasant more securely to his master, the landlord, than he was ever chained while he was a serf. Indeed Alexander's gift turned out like the wooden horse that the besiegers of devine Troja left behind. And of his "emancipation" could be truthfully said what Laokoon said about the gifts of Greece: Beware of autocracy, but doubly beware of its gifts. This gift paralyzed, for some time, at least, existing revolutionary movements, and, at the same time it forged new chains for those taken away.

So Lenin grew up in his native city of Simbirsk amidst a people borne down by a form of slavery that the hypocrisy of our time insists calling freedom. The wide awake boy, armed with a great intellect, soon penetrated this hypocrisy and realized the injustice of the existing order.

In his home, (his father was a teacher and later inspector of schools), the boy's mentality was developed by the loving and able guidance of the parents. Together with his brothers and sisters he discussed social problems and there the determination grew upon him to give his service to the cause of freedom.

Just sixteen years old a terrible event made a deep impression on Vladimir Ilyich. His brother Alexander was executed at the fortress of Schluesselburg, by order of Czar Alexander III. He had kept his promise to fight for freedom. The gibbet was his reward. But Vladimir Ilyich was not dismayed; nor was his courage diminished. For freedom he would work, write, fight, with the terrible fate of his brother behind him, with the specter of a gibbet before him.

Vladimir Ilyich attended high school in his native town. The principal of this high school, by a strange chance of fate, was Feodor Kerensky, father of Alexander Kerensky, Lenin's adversary in 1917

From the University of Kazan, Lenin was expelled for socialist propaganda. In 1891 he came to Petrograd to study law and economics. Immediately he threw himself into the work of propanganda for, and teaching of Socialism. But on January 29, 1897 fate overtook him. He was arrested by imperial ukase, and was exiled to

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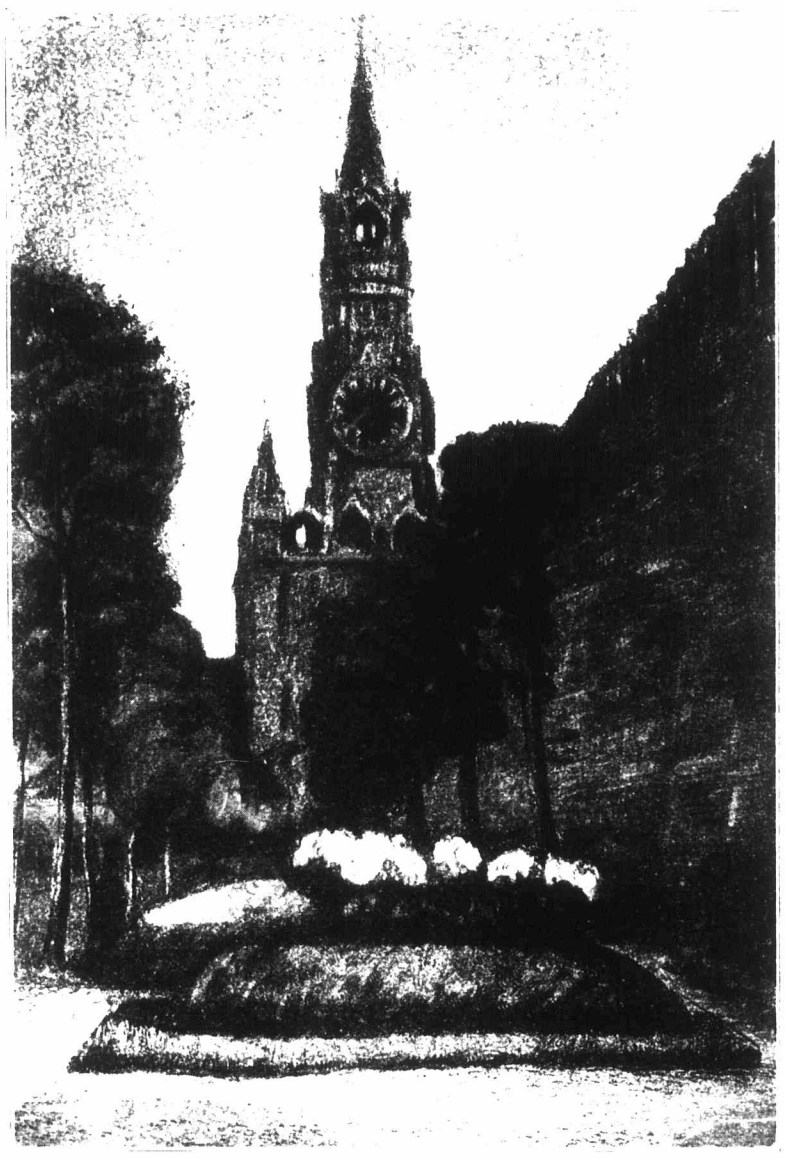

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Eastern Siberia. In the village of Sushenskoy, his domicile in exile, he worked incessantly to fit himself for his great task. Articles and pamphlets written by him there, first bore the signature which later became the famous name of Vladimir Ilyich: Lenin.

After the expiration of his term he was forbidden to return to any large city, factory town, or college town of Russia. So he went to Switzerland. There, in association with Plekhanoff, Martoff and others he founded and edited "Iskra," (Spark), the first organ of the Social Democratic Party of Russia.

Nadezhda Krupskaya, Lenin's wife, acted in those days as secretary of the party.

The Party had been organized in 1898. At the second congress of the Party in Brussels and London, in 1903, the famous break came which resulted in two parties: the Mensheviks, (Minority) and the Bolsheviks, (majority). Lenin was the leader of the majority, of the Bolsheviks.



Н. Крупская

Lenin's Widow

Since then this innocent word "Bolsheviks" has been clothed in rage, its pockets stuffed with bombs, daggers and guns, its face decorated with a wild and unkempt beard, and has been let loose by a horde of prostitutes of the pen upon an unsuspecting public.

In the discussions which resulted in that split of the party, and in the discussions that followed the revolution of 1905, Lenin revealed his greatness. He was not a mere philosopher, he was not satisfied with abstract speculations of what is and what ought to be. No. He was a leader of men. How to gain leadership, how and where to lead, those were his problems. He always stood with his feet on terra firma and was never carried away by, nor did he indulge in phrases. And those of his enemies who, like princess Radziwill, accused him of using empty phrases to sway empty heads, do him an injustice against which even an enemy should be immune.

Lenin was personified realism. Neither momentary enthusiasm, nor momentary failure swayed this man from the straight path of the necessary, and the possible.

After the first victory of the workers had transformed the enemy of revolution against Czarism, Miljukoff, into the leader of the revolution's parliamentary "Kraehwinkler Landsturm," Lenin at once asked the question: what now? What did the workers gain in this revolution? What must be their stand after it.

With his party, the Bolsheviks, inspired by Leninism, trained in Leninism, and led by Lenin he consistently widened the basis of the revolution. He drew larger masses into it. He uncovered the sham character of the February revolution. He lead the workers and peasants revolution to its final victory, in November 1917.

But Lenin was not only an able leader. He was a great organizer and administrator. The task of the revolutionary workers was not ended with the taking of power. That power had to be defended against a world of enemies, it had to be used in the building up of a new order.

Lenin helped to solve all these great problems of the revolution. He directed the measures dictated by the necessities of foreign invasion and civil war. And when the enemy was defeated on all fronts Lenin took the iniative to turn the economic measures that were dictated by the necessities of foreign and civil war back to measures of economic reconstruction, demanded by communist transformation.

During the first years of the revolution Lenin's leadership and influence with his party and the masses was taxed to the utmost. When the workers, in the first flush of victory, came to him to demand immediate expropriation of the industries he calmly asked them: Do you know how to keep your factory supplied with raw materials? Do you know the market for the products of your factory? And when they shamefacedly admitted that they knew nothing about these things he bade them to go back and first learn what was indispensable for the management of the factories.

But when it turned out that the factories in the hands of the capitalists, the sworn enemies of their revolution, became an important source of strength for the counterrevolution he did not hesitate a minute to order the immediate and unconditional expropriation of all industries, although he knew that that would result in a serious disorganization of the ma-



Picture of Krupskaya, Lenin's Widow out of the Records of the Political Police of the Czar

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Eastern Siberia. In the village of Sushenskoy, his domicile in exile, he worked incessantly to fit himself for his great task. Articles and pamphlets written by him there, first bore the signature which later became the famous name of Vladimir Ilyich: Lenin.

After the expiration of his term he was forbidden to return to any large city, factory town, or college town of Russia. So he went to Switzerland. There, in association with Plekhanoff, Martoff and others he founded and edited "Iskra," (Spark), the first organ of the Social Democratic Party of Russia.

Nadezhda Krupskaya, Lenin's wife, acted in those days as secretary of the party.

The Party had been organized in 1898. At the second congress of the Party in Brussels and London, in 1903, the famous break came which resulted in two parties: the Mensheviks, (Minority) and the Bolsheviks, (majority). Lenin was the leader of the majority, of the Bolsheviks.



Lenin's Widow

Since then this innocent word "Bolsheviks" has been clothed in rage, its pockets stuffed with bombs, daggers and guns, its face decorated with a wild and unkempt beard, and has been let loose by a horde of prostitutes of the pen upon an unsuspecting public.

In the discussions which resulted in that split of the party, and in the discussions that followed the revolution of 1905, Lenin revealed his greatness. He was not a mere philosopher, he was not satisfied with abstract speculations of what is and what ought to be. No. He was a leader of men. How to gain leadership, how and where to lead, those were his problems. He always stood with his feet on terra firma and was never carried away by, nor did he indulge in phrases. And those of his enemies who, like princess Radziwill, accused him of using empty phrases to sway empty heads, do him an injustice against which even an enemy should be immune.

Lenin was personified realism. Neither momentary enthusiasm, nor momentary failure swayed this man from the straight path of the necessary, and the possible.

After the first victory of the workers had transformed the enemy of revolution against Czarism, Miljukoff, into the leader of the revolution's parliamentary "Kraehwinkler Landsturm," Lenin at once asked the question: what now? What did the workers gain in this revolution? What must be their stand after it.

With his party, the Bolsheviks, inspired by Leninism, trained in Leninism, and led by Lenin he consistently widened the basis of the revolution. He drew larger masses into it. He uncovered the sham character of the February revolution. He lead the workers and peasants revolution to its final victory, in November 1917.

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After all, the Russian revolution represented two revolutions in one: a bourgeois revolution; and a proletarian revolution. A bourgeois revolution at a time when there was already a well developed modern proletarian class. The proletarian element in the bourgeois revolution pushed the upheavel of February 1917 to its logical conclusion, in November of that year. But with the victory it also took over an inheritance from the bourgeoisie. That inheritance was the development of the productive forces of the country,



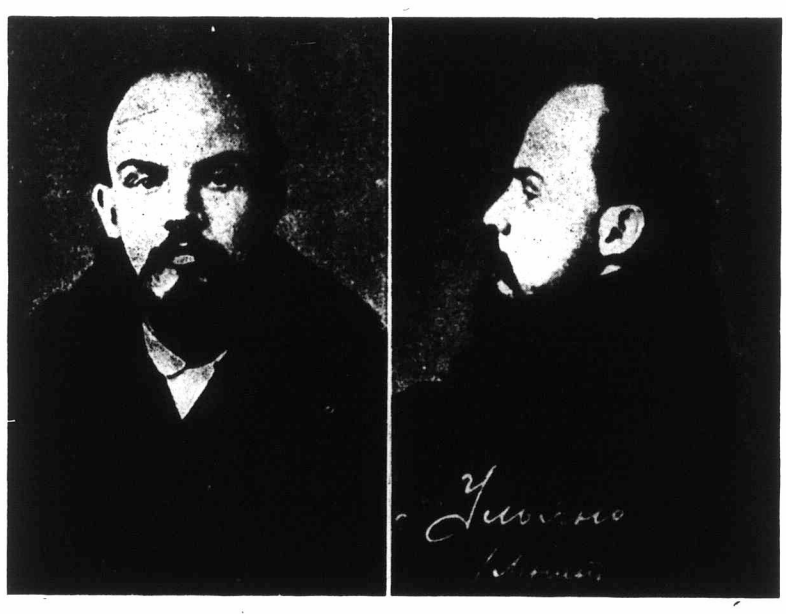
Lenin at the time of the execution of his brother.

Lenin, who was never lost in the flush of the glorious victory, always saw the tremendous tasks of the revolution. He directed the productive energies of the workers and peasants of Russia toward a policy that would at once conclude capitalist development of productive forces and, at the same time, begin communist transformation. Because what hopeful adherents of the old order hailed as the first step leading back to capitalism, is in reality the first effective step toward communism.

Lenin was loved by many millions; He was respected by all. Only the official committee of information, created by Woodrow Wilson at America's entrance into the war, ever attempted seriously to question Lenin's integrity. It did it with the now infamous Sisson documents. But whatever blot Wilson and George Creel tried to put on the name of Lenin, they could not succeed. Lenin's integrity as a man and as a revolutionist, was irreproachable. And while milloins mourn the death of Lenin, George Creal in busily engaged in erasing some oil stains from his reputation.

Lenin had infinite faith in the masses. His very success as a leader was built on this faith. Never for a moment did he entertain a thought about the possibility of an eventual defeat of the proletarian revolution. He lead the masses. He gave expression to the desires of the masses. He understood the masses. And his proximity to the feelings and aspiration of these masses made him their beloved and trusted leader.

In his faith in the masses really lies the secret of the success of the Soviet Republic. His faith was justified. The enemies of the revolution proclaimed: "Kill Lenin, and the revolution is at an end." But when all the world rose against Russia, when the combined military forces of Germany, England, Japan, France, the United States, and organized counterrevolution from within Russia seriously attacked and threatened the Soviet Republic than the masses of workers and peasants justified Lenin's faith in them. With their bodies they defended their revolution against a world of enemies. And their eventual victory is the irrefutable proof of the truth that the Russian revolution was the revolt of the masses against the few—and that the Soviet Republic represents the desires and the interests of the masses against the desires and interests of the "democratic" few.



Lenin's Picture out of the records of the Political Police of the Czar.

Lenin is dead now. But the structure of Soviet Russia, the construction of which he directed, will live.

He lived long enough to steer the ship of Soviet Russia and the revolution around the dangerous rocks it was bound to encounter in in the first stretch of its voyage.

He lived long enough to prove even to his bitterest enemies his greatness and his disinterestedness. Lenin sufered and hungered when suffering and hungering was the lot of the Russian workers and peasants. Lenin worked when only work

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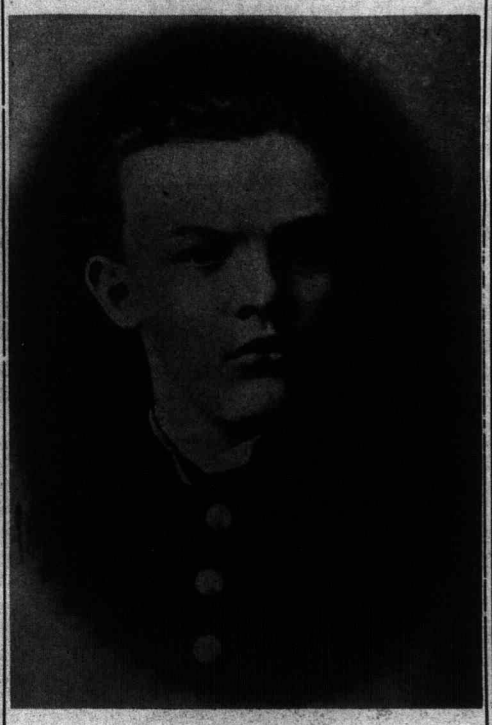

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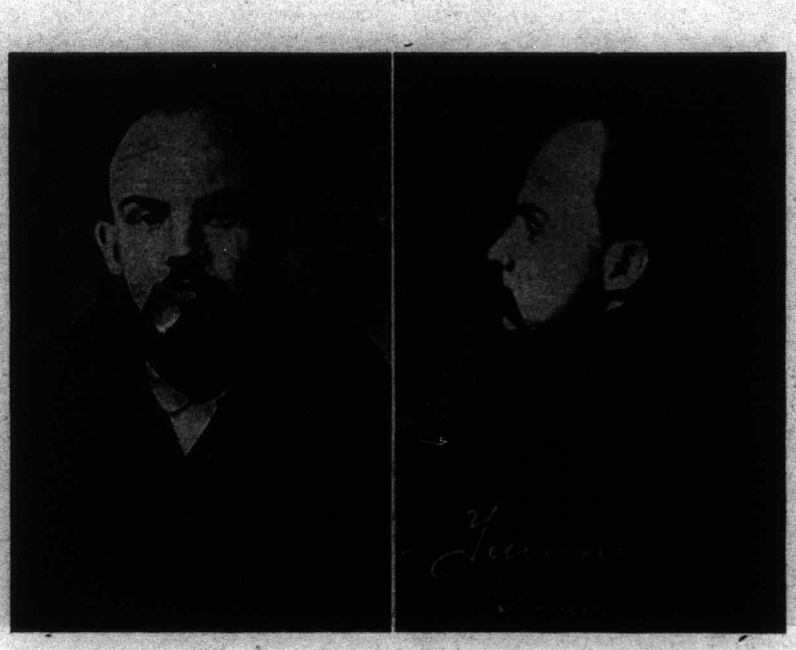

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could save Russia. With the gorgeous palace of the old absolutist Czar only a stone's throw away, Lenin lived with his wife in two little rooms adjoining his office. Yes, Lenin struggled and suffered for his convictions. And he suffered not less in the greatest glory of his victory, than he did suffer as the persecuted outlaw of Czarism.

*Lenins life and work was an example of devotion to principles and to the interests of the oppressed. He never deviated from the chosen road. The sternness with which he even treated his nearest friends if they permitted themselves such a deviation was not the outgrowth of an inhuman fanaticism, as enemies claim, but was the result of intellectual honesty, and a loyalty to a chosen cause. These qualities are not recognized and appreciated in an age which even commercialize truth and loyalty. But they will be the basis of individual and social relation in a society which had in Lenin its foremost proponent and builder.

Lenin is dead. But his teachings live. His ideas live. Soviet Russia is the monument that will remind his bitterest enemies, who would like to forget his name, that he lived and lead and fought.



The Building within the Wall of the Kremlin houses the offices of the "Sovnarcom" (council of Peoples commissars.) Lenin and his wife occupied two little rooms, adjoining the offices, as living quarters.

There is no danger that the workers of the world will ever forget him.



Lenin's body laying in State in House of Union in Moscow.

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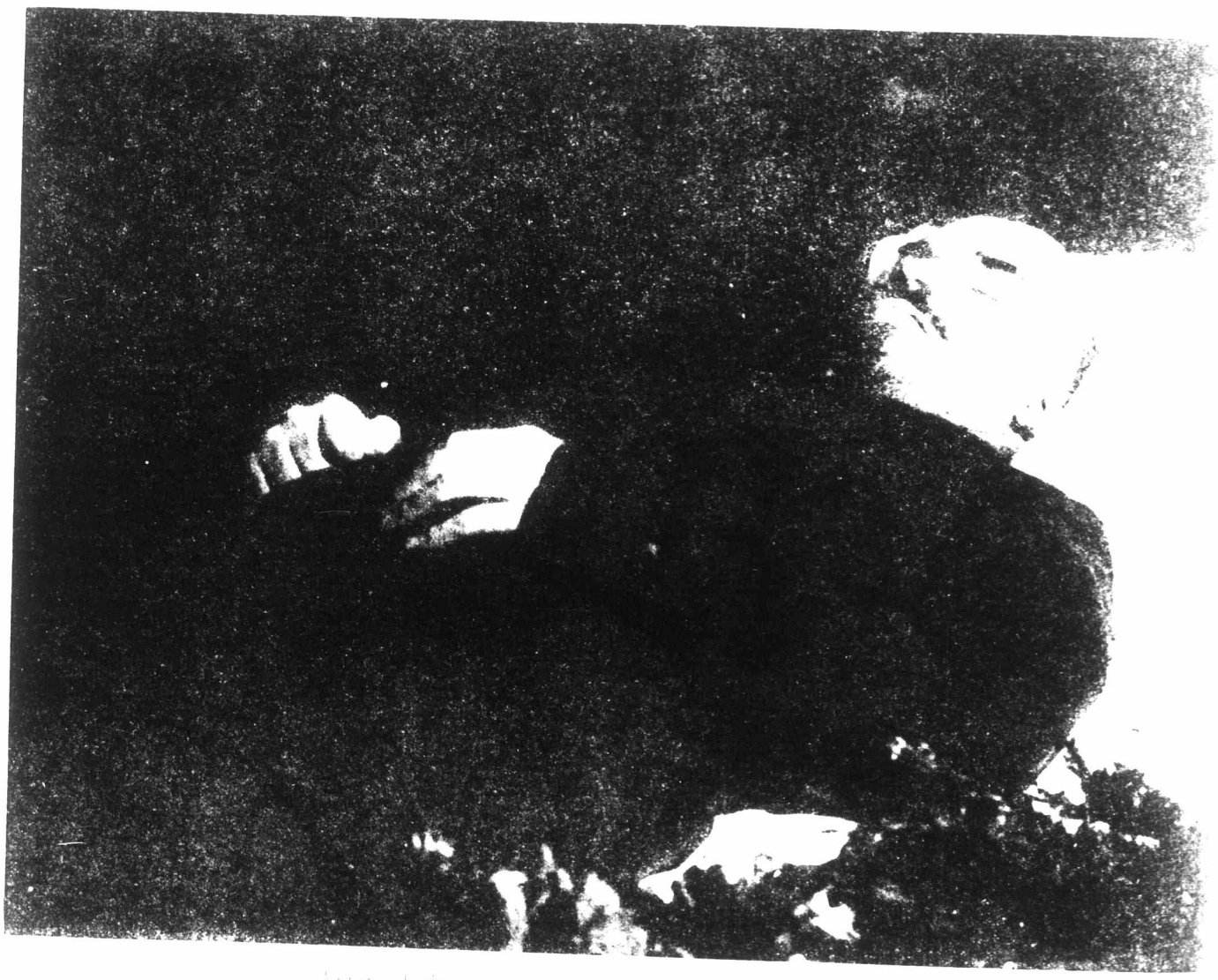

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OUR DUTY CALLS

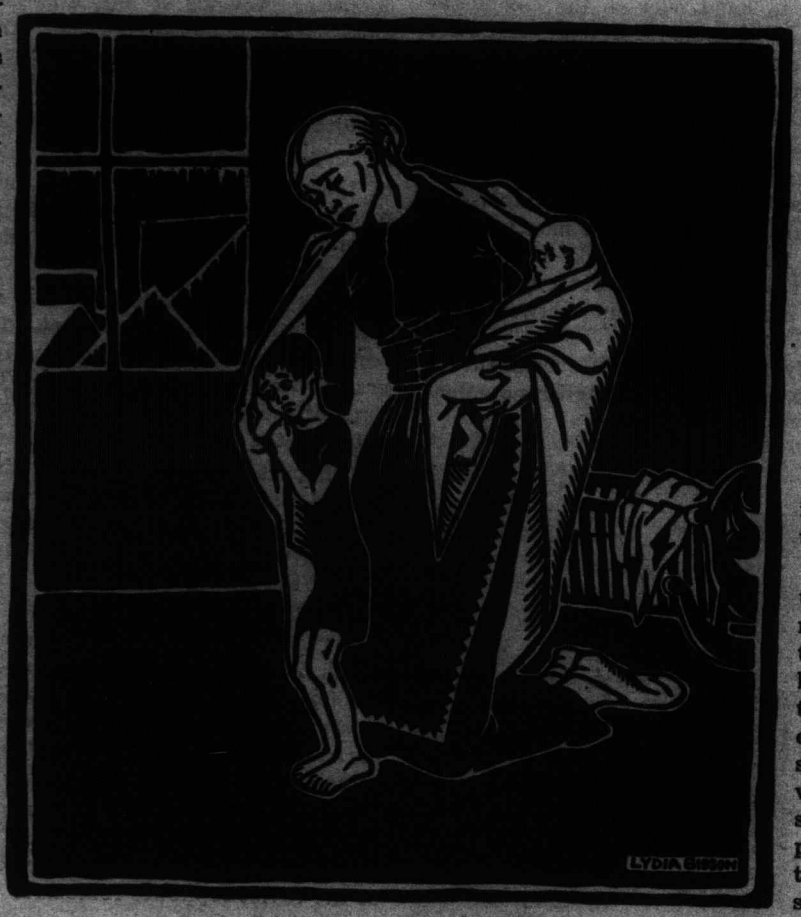
BY MAX BEDACHT

As winter progresses the misery of the workers of Germany, and their families, increases. Unemployment is growing. Famine stalkes around the country selecting its victims. And it selects its victims exclusively from among that class whose only source of income is work.

In this hour of need the German Working Class appeals to the Workers and poor farmers of all lands to divide the little they have with their suffering German brothers to save them.

Our duty demands to answer this call, to answer it at once, and to answer it effectively.

The present misery of the Workers of Germany is not caused by an ordinary famine. It is caused by the utter collapse of the economic system upon which the German empire was built. This system is bankrupt. Its assets are far below its liabilities. But, like the fraudulent bankrupt capitalism is, it saves its own riches out of the mess and cheates the workers out of their hire, out of their lives.



Shall we let them perish?

To this general bankruptcy comes the particular situation prevailing in Germany. The ruling forces of Germany hope that what really is a collapse of their system, is only a momentary crisis. They want to conceal, and at the same time overcome this "crisis." It may cost the lives of tens of thousands of workers. But what of it. Better starve the working class than to turn over power to them. Bettre tens of thousands of workers loose their lives, and hundreds of thousands of workers children languish into an early grave than we to loose our fortunes. That is the policy of the ruling powers of Germany.

But like the cheaters and hypocrits they are, they do not come out openly with their real plans and motives. They hide behind a smokescreen of constitutionality and republicanism. And some of their allies even appeal to the world for funds to be used in "saving" the German constitution, by aggravating the misery of the German Workers.

For us, the workers and poor farmers of the United States, to whom all these appeals are addressed, it is well to remember the anticidents of those saviours of republicanism in Germany.

Have we really such a short memory? Where were all these saviours of republicanism a few short years ago? Don't we remember any more what a staunch supporter the Kaiser and Kaiserism had in the party, the chairman of which decorates at present the presidential chair of the "Republic" of Germany? Don't we remember the Scheidemans and Noskes who have murdered or caused to be murdered thousands of working class supporters of a German republic while they have permitted to this very day the avowed monarchist consiprators Ludendorff, Hindenburg, Ehrhardt, and hundreds of others, to strut around the country, in glittering uniforms, decorated with all the medals and orders pinned on their breast by the Kaiser? In what low esteem do these "gentlemen" hold our intelligence if they expect us to believe them when they try to parade before our eyes in the robes of saviours of the German republic?

This gentry, having the constitution of the republic constantly on the tip of their tongue, have violated that constitution every day since its existence. They have conspired against it since it was passed. They want to save it to preserve the privelege to break it and to overthrow it, for themselves.

But historic facts are stronger even than their lies. Not only overwhelm the facts of yesterday their pretentions of today. But the facts of today will also frustrate their plans of tomorrow.

In the meantime, however, the workers of Germany and their families, are starving. They are starving because capitalism can feed them no longer. Their misery and suffering are aggravated by plans of the present masters of Germany to starve the inevitable revolution. What can we do about that? What will we do about it?

The least we can do, the least we will do, is to aid the workers of Germany in their struggle for life. Help

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Great Britain Recognizes Soviet Russia

IN spite of all efforts of the enemies of the Soviet Government, new Russia gradually succeeds in convincing the world that it is there to stay. And those who still nourish some faint hope of an eventual collapse of the Soviet Government better change their mind to escape bitter disappointment.

To the many countries that have reconciled themselves to the inevitable, and have recognized the Soviets as the de facto and de jure government there was added, on the thirty first of January, a power of the first magnitude, Great Britain. Prime Minister Macdonald, as his first official act of importance, instructed England's commercial agent, Robert M. Hodges, to hand over to the commissar of foreign affairs in Moscow a note, informing the Soviet Government, that the Government of Great Britain shakes hands with the Government of Russia, recognizing it as the real and only government of that country.

A wholesome difference between the attitude of our own Secretary of State and that of the English Government is visible in the latter's treatment of existing issues between it and the Russian Government. It mentions the existence of these issues. But it did not make recognition dependent upon settlement of such issues but expects this settlement on the basis of mutual agreements between both governments.

After officially notifying the Soviet Government of recognition by England's Government, the English note continues:



Seal of the Union of Socialist Soviet Republic

"In order, to create normal conditions of complete friendly relations and full commercial intercourse it will be necessary to conclude definite and practical agreements on a variety of matters, some of which have no direct connection with the question of recognition and some of which, on the other hand, are intimately bound up with recognition.

"In the latter category may be cited the question of the existing treaties. His majesty's government are advised that the recognition of the soviet government will, according to accepted principles of international law, automatically bring into force the treaties concluded between the two countries previous to the Russian revolution where these have been denounced or have otherwise judicially lapsed. It is obviously to the advantage of both countries that the position in regard to these treaties should be regularized simultaneously with recognition.

"Technically not connected with recognition but clearly of the utmost importance are the problems of the settlement of the existing claims by the government and nationals of one party against the other and the restoration of Russia's credit.

"In these circumstances his majesty's government invites the Russian government to send to London at the earliest possible date representatives armed with full powers to discuss these matters and to draw up a preliminary basis of a complete treaty to settle all questions outstanding between the two countries."

Report of recognition by England was made to the Second Congress of Soviets of the Union of Soviet Republics by M. Litvinoff. This body then passed a resolution "noting with satisfaction this historic step, one of the first acts of the first government of Great Britain chosen by the working classes."

"The workers and peasants' government of Russia, which originated in the great revolution, has made a struggle for peace as its foremost objective, and throughout its existence has persistently striven for a re-establishment of normal relations with all peoples," the Russian reply continues.

"The working class of Great Britain throughout this period has been a true ally of the working class of the soviet republics in their struggle for peace. The peoples of the soviet republics remember the efforts of the working classes in Great Britain and advanced sections of the British public opinion for ending the boycott, blockade and armed intervention.

"The intense atmosphere of international relations today is fraught with dangers of new world conflicts, justly constituting a subject for anxiety amongst the working people of all countries, and this step of the British labor government acquires a special striking importance. This second congress of soviets declares that cooperation with the peoples of Great Britain and the soviet republics is as before one of the first cares of the soviet republics, which, in keeping with its preceding policy of peace, will make every effort to settle all misunderstandings and develop and consolidate economic relations."

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SOVIET CENSORSHIP

EVERY little bit helps. That is the principle upon which the "Chicago Tribune" has built its policy toward Soviet Russia. If you can land a kick and get away with it, do it. Such is the maxim of "The World's Greatest Newspaper" in its dealings with Russia.

As a champion of a "free press" it has recently found a new opportunity to land a kick. One of its correspondents was refused admission to Soviet Russia because he refused to submit to the conditions laid down to him. He refused, according to the "Tribune," because these conditions implied censorship, and no "Tribune" reporter, truthful and honorable men every one of them, will ever submit to censorship.

There you are, the Tribune says: Not only is there such a thing as a censorship in Russia, an unacceptable thing for lovers of freedom; but where there is a censorship there is something to conceal.

The Tribune will continue to treat an expectant world to "uncensored" news concoted in Riga—or Berlin—or Shanghai.

Now what about that censorship? First of all Soviet Russia is not recognized by the United States. Americans, traveling in Europe, are warned by our State Department not to go to Russia. If they do go, they can expect no "protection" from their government. So the only protector of Americans in Russia is the Soviet Republic. And the Soviet Republic says: We can and will protect you only if you deserve protection by acting decently toward us. If you cannot promise such decent behavior we cannot promise protection. And before we take a chance of getting into trouble for handling you rough for misbehavior we would rather you keep away from Russia. Is not that fair?

But aside from that, those "truthful" and "honorable" reporters know on which side their bread is buttered. They licked the boots of the Kaiser while he was in power, because that was desired by the "truthful," the "honorable" and the "censorship hating" home office. But when the same "truthful" reporter comes to Moscow he will stick his nose into all the cesspools of underground gossip and find "news" desired by the "censorship hating" home office.

Does the "censorship hating" home office of the Tribune ever tell its readers that all its political correspondents in the various capitals of foreign countries are under censorship, if not of the government about which they report, but of representatives of our own State Department; because the State Department does not desire to be embarrassed in its relation to other friendly governments by indiscreet pranks of newspaper reporters? Perhaps Mr. Miller, who was refused admission into Russia, had to suppress his feelings so often as a correspondent of the "Worlds Greatest Newspaper" in "democratic" Tokio, or in "democratic Petrograd of Czarist days," that now his palms are itching for a chance to let his "truthfulness" run wild in "outlawed" Moscow.

We remember a little incident that may illustrate this. Some years back Bud Fisher, father of Mutt and Jeff, had his two entertaining sons meet "Nicky," at that time Czar of all the Russians. But the audience was soon deprived of the delightful adventures of Mutt and Jeff with Nicky, because "Nickie's" representative in Washington pulled a wire, and Bud Fisher had to introduce a new and (for Washington) more desirable companion to the children of his brain.

We were deprived at that time of the pleasure of reading the Chicago Tribune. But judging by the fervor of "truthfulness" and the hatred of "censorship" of all things concerning Soviet Russia displayed by the Tribune at present, we are sure that this champion of a "free and unhampered" press carried, at that time, an editorial, bitterly denouncing the interference of a foreign power with the greatest achievement of our freedom, our "free," "unhampered," "uncensored," and last but not least, "truthful" press.

But all jokes aside. The sudden anxiety of the Tribune to get the truth about Russian conditions comes a little too late to be taken seriously. After the Tribune has, in unison with hundreds of other news-(???) papers, printed for years the most unprecedented lies about Soviet Russia we have a right to question its sincerity now and on that basis we discard its lamentation about Soviet censorship.

To prove the intention of its reporter to tell nothing "but the truth" about Russia from Moscow, the Tribune, the last few weeks, is lying with a vengeance. Its "truthful" reports are dated London or Paris. On Monday Mongol troops are called to Moscow to suppress an uprising. On Wednesday the mongols are transformed into lettish communists. On Saturday it is signifigant that Trotzky remained in the Caucasus during Lenin's Funeral. But on Tuesday the Tribune discovers Trotzky in Moskow, slapping Zinoview in the face.

From the general ton of the Tribune we did not suspect that the editor was educated enough to ever have heard anything about the English revolution. But it seems that he, or at least one of his "truthful" reporters runs across an account of General Monks move for the restauration of the Stuarts. So he put Trotzky for monk and grandduke Nicolaus for Chas. Stuart and another "truthful" story was concocted.



Headquarters of Moscow Soviet

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The Trade Unions and the International Workers' Relief

By EDO FIMMEN (Amsterdam)*

COMRADES and friends. It would fill me with pride and joy were I able to stand here today and speak as an official delegate of the International Trade Union Movement. Unfortunately, I stand here today only in my individual capacity, as a member of the International Central Committee of the I. W. R. But in spite of that I very willingly complied with the request to speak a few words here, because I regard it as necessary that the words of a trade unionist should be uttered from this platform which will go out to the workers in the different countries, in order to tell them what is their duty today, when the German working class is starving. For we must not allow ourselves to cherish any illusions. I believe it is necessary before all to state candidly and openly what the position is. Today there are still millions of organized workers outside of the International Workers' Relief. The International Workers' Relief is the relief for the workers, but it is still far from being the International of the workers which comes to the relief of the German working class.

When at the end of 1919, the working class of Vienna found itself in a similar, perhaps even in a worse situation, than that of the German working class at the present time, the trade unions of all countries spontaneously afforded help. Scarcely a week had elapsed after the appeal had gone out to the world that in Austria almost a million organized workers were starving, when the relief trains, laden with provisions, were steaming in from all parts of Europe. And if today the Austrian working class is stronger as regards organization, and perhaps also in its striking force, than some other sections of the international trade union movement, it can doubtless be partly attributed to the fact that, at that time, the workers recognized their duty and, not out of vague philanthropy or maudlin humanitarianism, but out of class-conscious solidarity, despatched bread, potatoes and fat to Vienna in order to save the Austrian working class from physical and moral collapse. When in the months of June, July and August 1921 the news went through Europe that in Russia the crops had failed, and that from ten to twenty million Russian workers must die if relief were not forthcoming, then a wave of solidarity swept right through Europe. The working class, no matter of what tendency, whether radical or reformist whether communist or social democratic, or neutral, rendered help. It is true it was not a centralized relief: they were not all united in the International Workers' Relief. The International Trade Union Federation had its own organization, other organizations were attached to the I. W. R. There were others again who gave to the Red Cross of the various countries; but all workers esteemed it their duty to help the Russian proletariat. Again, it was not merely out of general benevolence or charity, but because the proletariat of Europe was aware that by its relief it not only saves human lives, but by means of the bread etc. that was sent, it was helping the Russian Revolution and thereby, indirectly, itself.

Comrades! The fact is that today one notices as yet very little of a general feeling of solidarity on the part of the working class of the different countries towards the German proletariat, which finds expression in deeds. It is true that the International Trade Union Federation and the International trade union secretariat affiliated with it have decided to help the German trade unions by means of collections of money. I do not doubt for a moment that sums will be collected which will enable the German trade unions to carry on their work and which will therefore preserve the German trade unions from collapse. But with regard to inaugurating an international relief action in order to help the German proletariat itself, the trade unionists betray not the slightest inclination thereto.

How does this come about? Why is it that at the present moment the attitude of the international working class towards the German proletariat is not precisely the same as it was to the proletariat of Vienna, as it was to the Russian proletariat when the famine prevailed? Have the workers of France, England, Scandinavia, Holland and Switzerland less sympathy for the German workers than they had for the workers of Vienna? Is their feeling of solidarity with the German workers less strong that it was with the Russian peasantry? I do not think so. But the fact is that at the present moment the labor movement of all countries is far weaker by a long way than it was in 1919 and 1921. The working class of each country has



Undernourished German Children examined by Doctor

* Edo Fimmen was secretary of the Amsterdam International of Trades Unions. He is a member of the Central Committee of the I. W. R. (International Workers Relief) through which the Friends of Soviet Russia function in their German relief work. The foregoing is a speech by Fimmen, delivered at the international relief conference in Berlin on December 9, 1923.

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its own troubles. In the years 1919, 1920 and 1921, a trade boom prevailed. At that time a certain degree of democracy still existed in most countries. Today there reigns everywhere the blackest political and economic reaction. In the Balkans, in Italy, in Spain, Hungary and, I can venture to add, in Germany also, Fascism is reigning. In the rest of Europe there prevails, perhaps not Fascism in its most blatant form, but the tendencies are there. There also reaction is strutting abroad and a feeling of despondency has fallen upon the working class. Each thinks of itself and international solidarity is weakened.

From the economic point of view the situation is no better. I have already said that in 1919, 1920 and the beginning of 1921 a trade boom existed in the various countries. At the present time the working class of all countries has to contend against great unemployment. In England there has been for over two years, one and a half to two million unemployed; and in most of the other countries with a good valuta, from which the money must finally come, the situation is not much better. In addition to this the workers of all countries are having to fight in order to maintain the eight hour day, in so far as it exists at all. In principle, the eight hour day can everywhere still be said to exist, but what is the use of the most beautiful principles if the practice is otherwise! In practice, the eight hour day has been abolished in most countries, it is only in certain branches of industry that it is still recognized.

In addition to this, wages are being continually depressed. The workers are attempting to oppose the reduction of wages, but mostly without success. The political and economic reaction and the economic depression have as a result, that the working class today is less in a position, perhaps is even less prepared, to help the German proletariat than when in 1919 and in 1920—21 it rendered aid to the Viennese working class and to the Russian proletariat.

To all this there is something else to be added. This morning the representative of the city of Berlin said: The German people cannot help itself, it is not in a position to work its way out of its present misery. It appeals, and is obliged to appeal, to the foreign countries. This impression does not exist everywhere abroad. The words which comrade Munzenberg quoted this morning, and which I believe were spoken by Count Westarp in the German Reichstag, that the German people are starving in the midst of plenty, has lit up the situation in Germany for those abroad in the most vivid manner. It is not only with Hoover and the American bourgeosie that the idea exists, that if there are certain classes in Germany who consciously and willfully cause the proletariat to perish, if the German proletariat allows itself to go under, it is not, in the first instance, the business of the working class of other countries to render help to the German proletariat. People abroad are saying: If in the long run the German bourgeosie is continually enriching itself at the expense of the proletariat, and if there is no need for Germany to starve if the German bourgeoisie were only prepared to set the economic life going again, and not under its own exclusive terms but under decent human conditions, must then the English, the Scandinavian, the Swiss, the Czecho-Slovakian workers, whose wages have already in many cases sunk below that of the pre-war level, part up with their pence in order to help the German proletariat while its own people did nothing for the German working class which, at the beginning of the year spontaneously sacrificed itself in the Ruhr area? I say this opinion exists among the working class in other countries and I believe that it is as well we should allow ourselves no illusions in this respect, but plainly declare how the situation stands.

In the third place great masses of the organized workers regard the I. W. R. with more or less mistrust because they are told it is a disguised instrument of Moscow, that it is a piece of communist scheming and every true social democrat would be wise not to have anything to do with this body. In this manner the feeling in the foreign countries is turned against the I. W. R. and thereby indirectly against the actual provision of relief by the working class of the different countries for the German proletariat. The results of the incitement against the I. W. R. is that the German proletarians of all tendencies do not receive from their comrades abroad what they could and would receive if it were not for this incitement.

Comrades! These are the three explanations why up till now, millions of organized workers are not doing for the German working class what they cheerfully did for the Viennese workers and the Russian working class. I wish to declare plainly and distinctly, to the working class of all countries, that by not fulfilling their duty to the German proletariat they are injuring their own cause. I have already on another occasion pointed out, that the cause of the European proletariat will be decided here in Germany; that the question whether the proletariat in Germany will be victorious or defeated is decisive for the position of the working class of all the other European countries. The working class of all countries must grasp the fact, that a starved, weakened and exhausted German proletariat will no longer be capable of winning back what has been taken from it during the years following the revolution, that such a proletariat is not in a position to retain what it still has at the present moment. If the eight hour day in Germany is finally done away with, if ten, eleven or twelve hours are worked, and if the German workers have to work for wages equal to those of a Chinese coolie, that means that the working class of all countries, no matter

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Hungry working women looking for eatables in garbage

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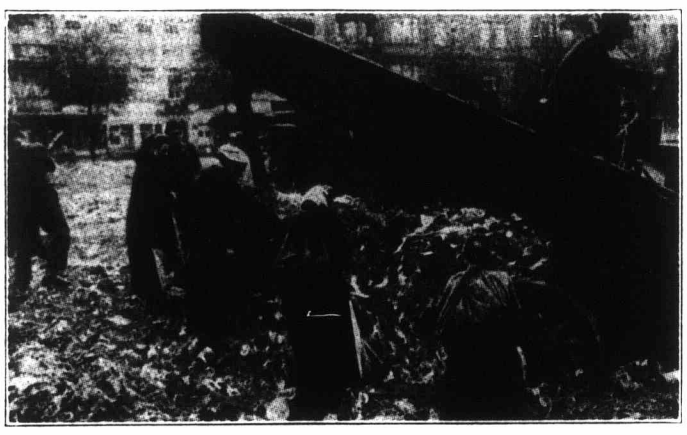

Hungry working women looking for eatables in garbage

RELIGION PAPERS, Series 3 (M.G. 27, I, Volume 44)

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SOVIET RUSSIA IN THE HEADLINES

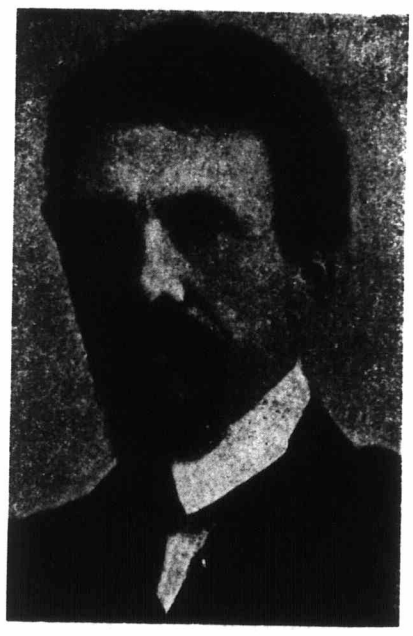
By Jay Lovestone

IT is rather difficult now-a-days to present an up-to-date record of the countries that have granted full diplomatic recognition or have assumed complete trade relations with the Soviet Government. The European countries are falling in line so rapidly that records of this sort get out of date by the time they appear in print. The following is a list of the countries that have accorded full diplomatic recognition to the Soviet Regime or have resumed trade relations:

Full Recognition—Afghanistan, Austria, (just completing negotiations for recognition), Esthonia, Finland, Germany, Great Britain, Italy, Latvia, Lithuania, Persia, Poland, Turkey, Norway. This makes thirteen countries in all that have recognized the Soviet Republic.

Trade Relations—Czecho-Slovakia, Denmark, Jugoslavia, China and Sweden have resumed full trade relations but have not entered into formal trade agreements. Thus five countries have resumed full trade relations.

The Soviet Government is now in the midst of completing trade and diplomatic negotiations with Japan, Holland, Roumania, Bulgaria, France.



A. I. Rykov, elected by the Congress of Soviets of the Union of Soviet Republics to succeed Lenin as the Chairman of the Council of Peoples Commissars.

Hughes Refuses Information

The United States Senate has just made public Document No. 31 as a report to this body from President Coolidge transmitting the decision of Secretary of State Hughes not to make public the reports on Russian affairs by William Voyce Thompson, Colonel Raymond Robins, General Graves, Major Slaughter, Governor J. P. Goodridge and Major Faymonville. The decision of Mr. Hughes is based on the fact that their publication "would be incompatible with the public interests." The document goes on to say that these letters "contain nothing, however, which the Secretary of State would wish to keep from the knowledge of Senators, and he has been happy to direct that they be made available, in confidence, to any Senator who may wish to read them at the Department of State."

This policy needs no comment. The request for these letters was made by Senator Borah who has consistently refused the generosity of the Departments of State and Justice to be given information in secret on Russian affairs.

Russian Textile Industry Growing Rapidly

According to Victor P. Nogin, President of the All-Russian Textile Syndicate, the textile industry in Russia is growing rapidly.

Victor Nogin is here to study the textile industry and to make certain purchases of raw cotton, dyes, machinery and general mill supplies. Today Russia is producing three times as much textiles as it did in 1918. The working men are infinitely better off. Soviet Russia has raised three times the raw cotton poundage in Turkistan in 1923 than it did in 1922.

Radek on British Recognition

In discussing the Recognition of Soviet Russia at the Congress of the Union of Soviets, Karl Radek ascribed the British policy to three causes—the strength of the Soviet Republic, the conflict of interests between England and France and the division of the British non-labor political forces. Karl Radek said: "Recognition by the strongest European capitalist country has a tremendous significance. It means that all attempts to wring from us material concessions in exchange for recognition had ended unsuccessfully. They recognize us because they believe we exist and shall exist. If recognition is conceded by England the problem is already solved for other capitalist countries. Who comes late will lose their buy."

Russian Grain Shipments Increase

The Department of Commerce has just made public its latest findings on the revival in Russian agriculture. The official report says: "A very interesting item of the past year is the return of Russian export activities. While such exports are still under government control, they were considerable and at the present time Russian grain is said to be a much favored commodity in Rotterdam, London, Trieste and other European ports. The most important point in Russian grain exports is seen in the fact that European consumers are no longer so dependent upon the grain surplus from oversea countries and that Russian grain shipments are able to compete with others, especially so since the present freight rates from Trieste northward are exceptionally low.

"Shipments of Russian grain through the Bosphorus during the month of January 1924 amounted to 95,620 long tons of wheat, 7,215 long tons of corn, 13,380 long tons of barley and 58,760 long tons of rye."

Italian Recognition Terms

Most authentic reports indicate that the terms agreed upon by Italy and the Soviet Republic are substantially as follows:

1. A substantial reduction of Russian tariffs in favor of Italian ports.
2. Russia agrees to consign to Italy a certain quantity of cereals and food stuffs especially adapted for the manufacture of macaroni.
3. Russia agrees to purchase annually a certain quantity of Italian industrial products.
4. Coast-wide traffic in the Black Sea is reserved

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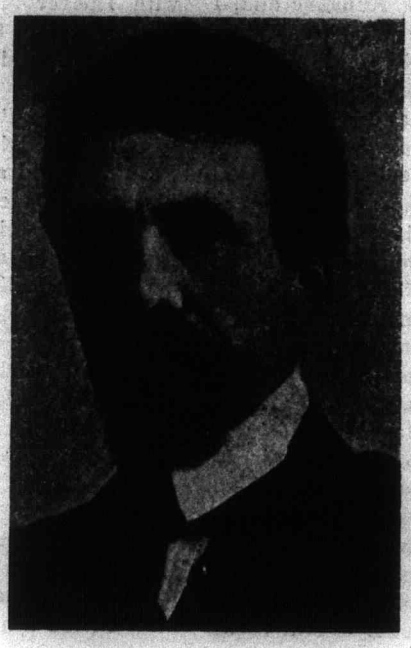

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for the Italian flag.

5. A mixed Italo-Russian commission to fix annually sales and purchases between Italy and Russia.

6. Italy agrees to surrender property in Italy, the embassy and consulates belonging to the former Russian Empire, among which are several big buildings in Rome.



Doukhobors, former religious exils making ready to return to free Russia

Russia Sends Foodstuffs to Germany

The heavy shipments of food from Russia into Germany have drawn considerable attention from political and economic observers of European affairs. A department of commerce bulletin just issued, in discussing this phase of Russo-German relations, declared: "Within the last few weeks a considerable quantity of grain has been shipped to Rotterdam in consignment from Soviet Russia, and is mostly destined for the German market. Germany has been importing very little grain recently which is probably due to the fact that the recent reorganization of the German grain trade has been proceeding very slowly. The German market has assumed an attitude of expectation and waiting. In the harbor of Rotterdam numerous Rhine ships are loaded with grain and are ready to start their voyage up the river."

Russian Hearing to be Resumed

Because of the tremendous importance attached to the Teapot Dome Scandal involving leading members of the Cabinet and other governmental sub-divisions, the Senate sub-committee investigating the advisability of American recognition of the Soviet Government has temporarily discontinued its hearings.

Senator Borah has announced that he will resume the hearings on his resolution for Russian recognition as soon as the Teapot affair is liquidated and Senators Pepper, Swanson, Pittman and Lenroot will be able to give their time as members of the sub-committee.

Gompers left the last session of Borah's committee heart-broken because he did not have a chance to deliver to the members the lengthy report prepared for him by his anti-Russian expert, William English Walling, the millionaire renegade Socialist.

Senator Borah has been considering calling such witnesses as Colonel Haskell of the American Relief Administration, Frank P. Walsh, James P. Goodridge and Anna Louise Strong. The American communists as represented by the Workers Party have also called on Senator Borah and requested that his sub-committee accord the same opportunity to present the communist case as is being accorded to Samuel Gompers and his clique to misrepresent the program and activities of the Communists in this country.

The Drift to Recognition

In a very able editorial of recent date the Baltimore Sun made significant comment on the drift to Russian recognition amongst the leading countries of the world. It said in part: "Only three nations of the first rank—France, Japan and ourselves—still abstain from the restoration of normal relations with Russia. Agreement with Japan awaits the settlement of certain problems, territorial and otherwise, in the Far East. In France the attitude of important opinion is well expressed by the hope of the conservative and semi-official Temps that the government will make every preparation to reach a speedy understanding. The reasons for American aloofness are best understood by Secretary Hughes, who is not in any wild hurry to disclose the documents in his possession showing why an agreement with Russia would be an unspeakable affront to the dignity and conscience of our Cabinet members."

We wonder whether the Baltimore Sun included in its refreshing sarcasm the "dignity and conscience" of such high-minded and level-headed cabinet members as Denby and Daugherty of Teapot infamy.

Doukhobors Returning to Russia

According to a recent dispatch received by the New York World, 3,000 Doukhobors from the district of Kamsack, Saskatchewan, Canada, are selling their property and preparing to immigrate to Russia. The party will sail from Montreal within a month in a specially chartered boat.

Those sailing constitute about one-third independent Doukhobor colony. They are taking with them about 7 million dollars accumulated through farming operations.

The immigrants are paying their own expenses to Russia and the Soviet Government will provide land and improvements in return for one-sixth of their crop.

The Doukhobors had been severely persecuted by the Czarist Government of Russia for many years. They are now returning because of the freedom offered them by the Soviet Republic.

AMERICAN TRADE WITH SOVIET RUSSIA

A contract has been concluded between the "Centrosoyuz" and the **American International Harvesting Machinery Company,** on the basis of crediting the Russian cooperative movement—which is the first important deal of this kind between the United States and the Soviet Republics.

According to the terms of the contract, the American firm is to supply the "Centrosoyuz" with machines that cannot be manufactured by Russian works. The payment is guaranteed by the two and a half million dollars deposited with the National City Bank in New York by the old (prerevolutionary) association of Russian co-operative societies.

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MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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for the Italian flag.

5. A mixed Italo-Russian commission to fix annually sales and purchases between Italy and Russia.

6. Italy agrees to surrender property in Italy, the embassy and consulates belonging to the former Russian Empire, among which are several big buildings in Rome.

Russia Sends Foodstuffs to Germany

The heavy shipments of food from Russia into Germany have drawn considerable attention from political and economic observers of European affairs. A department of commerce bulletin just issued, in discussing this phase of Russo-German relations, declared: "Within the last few weeks a considerable quantity of grain has been shipped to Rotterdam in consignment from Soviet Russia, and is mostly destined for the German market. Germany has been importing very little grain recently which is probably due to the fact that the recent reorganization of the German grain trade has been proceeding very slowly. The German market has assumed an attitude of expectation and waiting. In the harbor of Rotterdam numerous Rhine ships are loaded with grain and are ready to start their voyage up the river."



Doukhobors, former religious exils making ready to return to free Russia

Russian Hearing to be Resumed

Because of the tremendous importance attached to the Teapot Dome Scandal involving leading members of the Cabinet and other governmental sub-divisions, the Senate sub-committee investigating the advisability of American recognition of the Soviet Government has temporarily discontinued its hearings.

Senator Borah has announced that he will resume the hearings on his resolution for Russian recognition as soon as the Teapot affair is liquidated and Senators Pepper, Swanson, Pittman and Lenroot will be able to give their time as members of the sub-committee.

Gompers left the last session of Borah's committee heart-broken because he did not have a chance to deliver to the members the lengthy report prepared for him by his anti-Russian expert, William English Walling, the millionaire renegade Socialist.

Senator Borah has been considering calling such witnesses as Colonel Haskell of the American Relief Administration, Frank P. Walsh, James P. Goodridge and Anna Louise Strong. The American communists as represented by the Workers Party have also called on Senator Borah and requested that his sub-committee accord the same opportunity to present the communist case as is being accorded to Samuel Gompers and his clique to misrepresent the program and activities of the Communists in this country.

The Drift to Recognition

In a very able editorial of recent date the Baltimore Sun made significant comment on the drift to Russian recognition amongst the leading countries of the world. It said in part: "Only three nations of the first rank—France, Japan and ourselves—still abstain from the restoration of normal relations with Russia. Agreement with Japan awaits the settlement of certain problems, territorial and otherwise, in the Far East. In France the attitude of important opinion is well expressed by the hope of the conservative and semi-official Temps that the government will make every preparation to reach a speedy understanding. The reasons for American aloofness are best understood by Secretary Hughes, who is not in any wild hurry to disclose the documents in his possession showing why an agreement with Russia would be an unspeakable affront to the dignity and conscience of our Cabinet members."

We wonder whether the Baltimore Sun included in its refreshing sarcasm the "dignity and conscience" of such high-minded and level-headed cabinet members as Denby and Daugherty of Teapot infamy.

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TEACHING BY EXAMPLE

By M. SIEGEL

The greatest problem of the Russian revolution is the agrarian problem. On one hand the overwhelming majority of the population live ideologically in the eighteenth century. On the other hand is the necessity of teaching how to apply twentieth century methods of agricultural production. The solution to the problem of raising the intellectual level of the peasantry also solves the revolutionization problem of agricultural methods.



YESTERDAY



TODAY

To develop the farming methods of yesterday to the modern methods of today is one of the major problems of the Russian Revolution.

The Soviet Government is thoroughly realistic. It knows that abstract education will not solve the riddle. It is true: If the eighteenth century psychology of the peasantry could be overcome, the introduction of new methods, and the replacing of individualism by a spirit of co-operation could be effected without trouble. But, on the other hand, only the physical changes will effect the change of the phychology among the masses of the peasants. So it is not the change of the ideology that must or can precede the revolution in farming methods. But the change in understanding and the change of the applied methods of the peasants must go on simultaneously.

Teaching by example is the key to the riddle. The peasant must be shown by actual example just why and how the new methods will benefit him. And in the application of the new methods he also learns the superiority of co-operation over individual methods. Communism, the object of the economic revolution of the Soviet Government, will thus become the aim of the peasants.

When the land was distributed to the peasants throughout the country after the November revolution the Commissariat for agriculture retained enough of former estates of nobles, or crown estates, to be able to establish model farms throughout the country. These model farms help to increase the productivity of agricultural prodution to a considerable degree. At the same time they act as most efficient schools for the peasants in surrounding communities.

The importation of industrial communes into Russia have proven not desirable. With few though notable exceptions, for instance in the clothing industry, they have turned out failures. The same, however, does not apply to agricultural communes. Immigrated agricultural communes with their modern machinery, and skilled operators have proven excellent allies of the Soviet Government in the latters efforts to educate the peasants and to revolutionize their methods of work.

Several such communes have been organized by the Friends of Soviet Russia in the United States. They all work in perfect co-operation with the "Sovnarkhos," the Commissariat of Agriculture. Some of these communes are still in the process of organization, like the Herald Commune, in Chicago, which intends to specialize in dairy farming and poultry raising. In the same degree as these communes realize that their task is threefold, that the are teachers, pioneers and workers at the same time, in the same degree do they succeed in their own venture, and in the same degree do they become real important factors in the solution of one of the manifold problems of the Russian revolution.

OUR DUTY CALLS

Concluded from page 57

them irrespective of their political believes and hopes. Help them even though it may mean to strengthen their revolutionary determination. Help them whether, if kept alive, they will defend or destroy the present "Republic." For one thing we know: The only real obstacle against the return of the monarchy are not the Ebert, Scheidemans, Noskes, Seekts etc., but the masses of hungry and struggling workers. And whatever these workers might do to, or with the precious republic, it will not be a restoration of the monarchy.

That is why we are sure that the call for help, sent to us by the hungry workers of Germany, will not go unheeded. That is why we are sure that our friends, that the workers and poor farmers in the United States, will answer the call, and answer it at once.

That is why we are sure that the siren appeals of the enemies of the German workers for funds to strengthen faschist organizations, to strengthen the professional betrayers of the workers will not be answered except by the enemies of the working class, by the General Dawes and their Gompers.

The German workers are calling for bread. The German Republic answers with bullets. The German workers are demanding measures against unemployment. The German Republic answers with a theft of the constitutional eight hour day. The workers demand a right to live. The German republic answers that its constitution must live, at least in all its provisions giving privileges and powers to the enemies of the workers.

The German workers declare that their very existence is at stake.. The enemies of the workers declare that the constitution of the Republic is at stake.

We answer these calls. Our answer is: To hell with the German constitution! We will save the German Workers!

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THERE seems to be some confusion about the divers actions in Germany. Recently the S. P. has initiated a movement for relief. But there are some points in that which need explanation.

The call published by the German Federation of the S. P. speaks of a demand by the International Federation of Labor, (Internationaler Gewerkschaftsbund). That is misleading. Is it the German Federation? That does not call itself international. Or is it the Amsterdam International? They do not call themselves Gewerkschaftsbund.

But that is not all that is unclear. All the calls for help from the German Federation of Labor that came to our notice to this date is the one addressed to the American Federation of Labor. And that does not contain any reference to the distribution of funds collected but points out that the unions can no longer pay their officers and publish their papers and that they must, therefore, appeal for funds.

On that call surely none can base an appeal to feed the children of Germany.

Further it is stated in the S. P. appeal that the Trades Unions have an apparatus to aid the hungry. Contributions to them would thus eliminate expenses for distribution.

But the local trades unions in Germany are part of the local organizations of the International Workers Relief, of which the F. S. R. is the American Section. This I. A. H. works in co-operation with local authorities, trades unions and other working class organizations. At the head of the German division of that body is Emma Wurm, Social Democratic, member of the Reichstag.

We have on our desk, an exhaustive report on relief action in Germany, published in the "8 Uhr Abendblatt," a bourgeois paper of Berlin, dated January 23. In this report the I. A. H. is given prominent mention for the quality and quantity of the food served in its kitchen, and for its giving preference to pregnant women, to the unemployed, disabled war pensioners and social pensioners, (beneficiaries of government invalids and old age pensions). All the divers relief organizations are mentioned in this report. But no special trades union relief.

It seems that the call for contributions by the S. P. needs a little explaining.

THE Workers Party of America announces the publication of a Lenin Library as a memorial to the leader of the Russian revolution. This move deserves the support of all friends of Soviet Russia. Such a memorial library will contribute to the understanding of the Russian revolution, by giving a clear insight into "Leninism," the guiding principle of the revolution.

ON January 14th a new champion of recognition of Soviet Russia was born, "The Daily Worker." We greet this new comrade in arms. Standing, as we do, for a cause that is bound to be victorious, we are certain that the "Daily Worker" will live a long, a glorious, and a fighting life, supported by the millions of workers and farmers in the United States.

NICOLAI Lenin, chairman of the Council of Peoples Commissars of the Union of Soviet Republics, died on January 21. His death occasioned endless and countless speculations as to the future of the Soviet Republic without Lenin. All these speculations are worthless.

It is true that some time during the history of the Soviet Republic the guiding hand of Lenin was the only reliable support that structure had. But that time has passed. At present Soviet Russia stands solid. The guide that Lenin supplied in the infancy of the first workers and peasants republic will be supplied now, that Lenin is gone, by Leninism. And Leninism is not merely the teachings of the dead leader, the tactics he applied so successfully, but also the invaluable experience that the ruling class of Russia, the workers, gained in the six years of struggle with Lenin at the head.

And future generations will recognize that the greatness of Lenin lies not only in his phenomenously analytical mind, of such great service to the Russian workers during his life, but also in his abilities as a pedagog, who educated not individuals, but a whole class through action for action.

The slogan broadcasted by the Soviets throughout Russia at the death of Lenin is not a propaganda slogan, but is the exact expression of a reality: "Lenin is dead; long live Leninism."

Support Recognition of Soviet Russia by subscribing for "Soviet Russia Pictorial."

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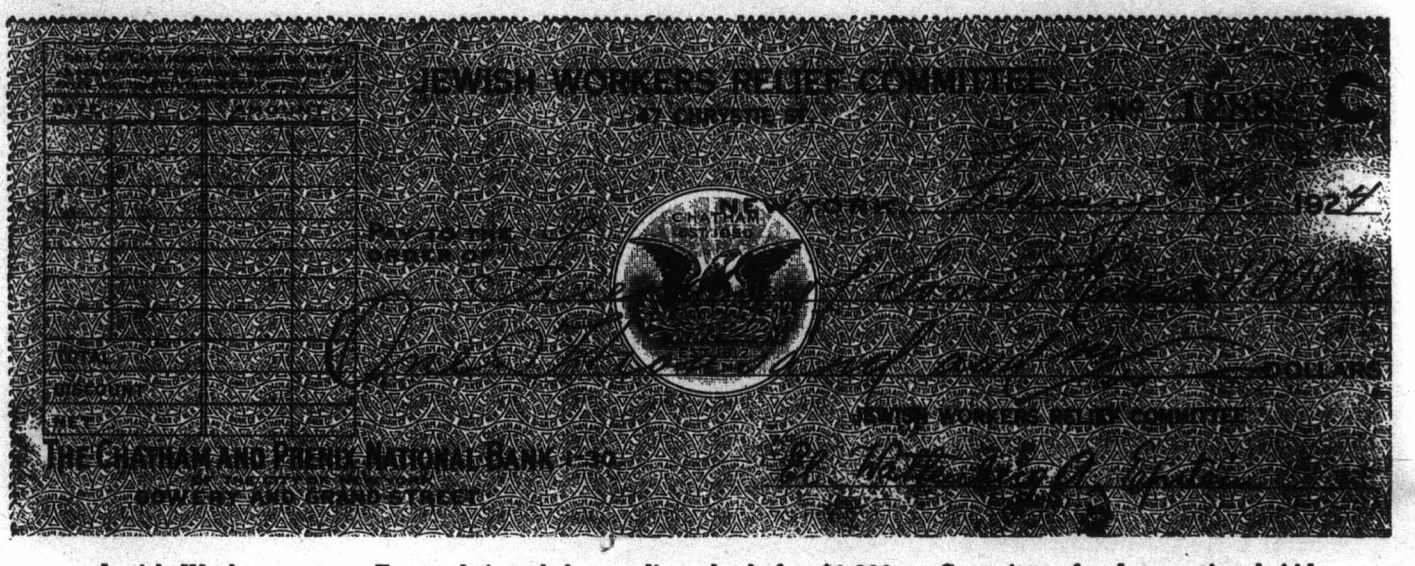
MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Our Drive To Aid Germany's Starving Workers



Jewish Workers answer Forward Attack by sending check for $1,000 to Committee for International Aid.

Local New York did itself proud. Never in the history of our organization did any ONE local manage to call together as many delegates as did Secretary Weinstone, in behalf of the German workers.

Local New York, responding to the call from the National Office to organize a conference of delegates from all unions, fraternal organizations and political organizations, sent out its call. TWO HUNDRED AND FORTY-THREE delegates responded.

William F. Kruse, recently returned from Russia and Germany, where he took pictures and visited Russian Orphan Homes, delivered an address on what he saw in Europe.

An executive Committee of 17 was elected, representing as many organizations. Seven of these are to serve as Sectional Chairmen for different parts of the city. The Executive is to meet every three months.

Comrade Weinstone reported for the Local Committee. He proposed the following three resolutions which were adopted.

1. Setting $100,000 as the goal for New York's share in the German Drive, the object being to establish more American Soup Kitchens in Germany.

2. Endorsing the offer of the Jewish Relief Committee to co-operate.

3. Proposing support for the Russian Recognition Campaign because the strenghthening of Russia means aid to the German workers.

The following plans for future work were laid down:

1. Hudson County delegate introduced a plan by which $50,000 would be raised in the Workmen's Sick and Death Benefit Societies by a self-imposed tax of $1.00 per member.

2. That ONE DAY'S WAGES BE GIVEN BY EACH MEMBER OF EACH ORGANIZATION AFFILIATED WITH THE CONFERENCE.

3. A House to house collection and tag day in the near future.

4. Concerts and benefit performances by the different organizations represented in the conference.

5. Special collection blanks for circulation among the delegates to be taken back to their respective memberships.

6. Bazaars.

7. Shop collections.

8. Speakers to be sent to organizations to make appeals.

Other Locals of the F. S. R. which have held successful German Relief Conferences, are Chicago, Boston, Philadelphia, San Francisco.

A good many others are preparing for big work on the German Drive.

"We have thrown our hats in the ring," comes the cheerful word from the Secretary of the El Paso, Texas, F. S. R. Branch.

Los Angeles writes: "I am glad to let you know that we are beginning to work real hard and getting results for the German workers. We will visit all unions and other organizations and get as much money and as many delegates to our conference as possible. Enclosed find $100 and our PLEDGE FOR $50 monthly toward the support of the American Soup Kitchen!"

INTERESTING ITEMS OF THE DRIVE.

The following extracts from letters coming into the office of the National Office are ery typical of the general sentiment in the German Drive.

These have been chosen because they best voice sentiment.

Each month this page will be devoted to these expressions.

FLINT, Mich.—Enclosed find $15 collected under handicaps. Some people still look upon the condition in Germany as the vegeance of an outraged God; on the other hand, a large number of radicals, who ought to know better seem to think that people should prefer death on the bar-

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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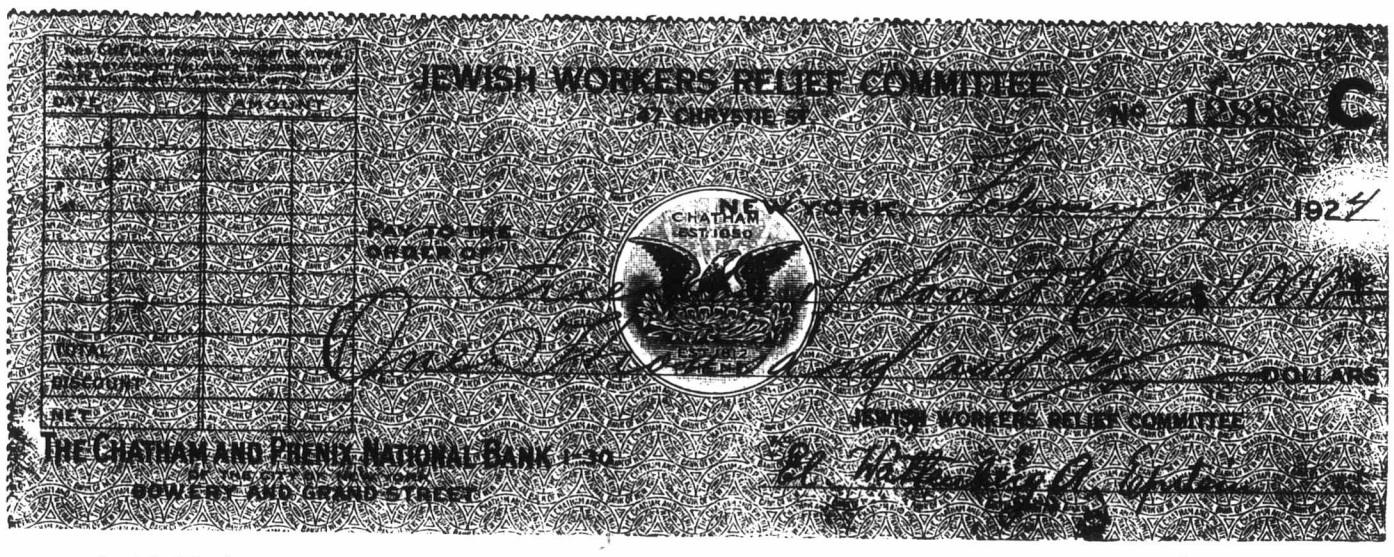
ARCHIVES PUBLIQUES
CANADA

Our Drive To Aid Germany's Starving Workers



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ricades, in a prematur erevolt, to starvation. It is between these two elements that I find it necessary to operate.

CINCINNATI.—The money I send you was contributed by the workers in their own Cigar makers co-operative shop.

RUPERT, Idaho.—Am sending One Dollar which I collected. The people here are broke, otherwise could have done better. We have received nothing for our crops for three years. We cannot pay our taxes and may have to move. It will keep on trying to collect for the German workers.

NEWHALL, Calif.—I'm crippled with rheumatism up here in the mountains. Age 65. So don't count on much from me for the German workers, but here is $2.

NEW YORK CITY.—From my relatives in Germany I have received such heart rending letters that I am sure you are under-estimating when you say that 20,000 are starving. I am sure that more than half the entire population of Germany are hungry all the time. As most German-Americans I have to aid relatives. Yet I am glad to take the book of meal tickets, and my wife gave me the money for her book, saying she could easily **save su much from her household money this week.** With the food we waste in this country we could easily feed the starving workers of Germany. K. H.

CLEVELAND.—People (sorry to say workers) are spending piles of money on foolish things, but it takes a man with a hippopotamus skin to listen to all their arguments before a single dime can be wringed from them. This work of collecting is not for me for I am hot tempered and inclined to close foolish arguments very quick. Had I been working I would simply fill out the book myself and be done with that crowd—and they talk Christianity and Socialism etc. Yes, so long it don't cost a dime. Here is $5.10 I collected anyhow. B. S.

CINCINNATI.—Received the meal books on Saturday. I distributed them on Sunday and Monday. They are out working now. Will send in money as soon as I accumulate the money. P. K.

SPRINGFIELD, Ill.—Enclosed find $4.50 I will send more later. It's hard to get money because the coal miners lives on little bits. The mines work 12 to 16 hours per week. Some people here oppose the starving German workers because they say they have enough power to get the wealth of Germany and save themselves, but they do not like to hurt the rich. I am with starving Germany no matter if I have have less than I need for my own family. A. K.

CHILDREN TOO HAVE SOMETHING TO SAY.

WINDSON LOCKS.—I collected $3 for the starving people in Germany I send it in a registered letter. I send you my love. I am eleven years of age. W. L.

HULL-HOUSE, CHICAGO.—I gathered together quite a bit of money to educate the Russian children with. Miss Addams put the little book and things in our letter box and I sold the coupons. I got 12 dollars to send you I got so much money because some of the people did not want the coupons so I sold them over again. I am 8 years old. K. Y.

CHICAGO.—Little John Pavlov is 8 years old and the oldest of 8 children in the family. He is very proud of the fact ha was able to collect $4.80 for hungry German Workers. He was too busy to come to the office personally so he sent the money in with an adult friend, and with the money a message of cheer.

SHOP CHAIRMAN COLLECTS $15

Freda Reicher of Chicago is shop chairman in dress factory. The operators in this place had a dispute with their employers and demanded 25% more than they were receiving. While negotiations were in progress, the 32 girls, belonging to a local of the International Ladies Garment Workers were accepting the wages which the boss was giving them. The other day they won their battle, and the employer was obliged to give them the backpay. Miss Freda made a motion that they pool their little sums and give the total for the starving children in Germany. One girl suggested the 15 dollars thus collected be sent through the Forward, but she was unanimously voted down. Miss Freda hoped that other shop chairmen would follow suit and take up collections in their shops for the German workers. We hope so too!

PRESS HELPS TOO.

The New York Volkszeitung, is co-operating with the New York Local in its campaign to raise $100,000 for the German workers. The other day this paper turned over $450, collected through its efforts. Contributions through this paper are acknowledged through its columns.

"Obrana" a Bohemian Socialist weekly, informs us that they are also going to start a campaign to raise funds for the German workers, and turn the sum totals over to Committee for International Workers Aid. Contributions will be acknowledged through its columns. All hail to OBRANA!

MANY ORGANIZATIONS HELP.

Too many organizations have written in their hearty support of our work to be able to quote them here. We will therefore simply give the names of the organizations which have contributed and a few examples, of the kinds of letters received.

$225 from the "Naturfreunde of Los Angeles".

$117 from Local Union 1087, Dist. 18 UMWA Canada.

$85 Local United Brotherhood of Carpenters and Joiners.

$50 Branch 102 Arbeiter-Kranken und Sterbe Kasse.

Smaller amounts from the following:

Branch 175 of Erie, Pa., Workmen's Sick and Death Benefit Fund.

Local 131 Journeymen Tailors of Pittsburgh.

Branch 32 Workmen's Sick and Death Benefit Fund, Buffalo, Esat Pittsburgh Saenger Bund $85.

Branch 337 Workmen's Sick and Death Benefit Fund, Livingston, Ill.

Workmen's Circle Loan Ass., St. Paul.

Branch 395, Workmen's Circle.

Baker's Local No. 1 A, F. W, of New York.

United Cloth Hat and Cap Makers of N. Am., Local No. 10 St. Paul.

Brotherhood of Ry. and Steamship Clerks No. 272.

Branch 208 Workmen's Sic kand Death Benefit Fund.

Local No. 44 International Ass. of Bridge Structural and Ornamental Iron Workers.

Local No. 147 Butchers' Union of New York and Vicinity.

Branch No. 8 W. C. & D. B. F., Paterson, N. J.

Branch No. 346 W. S. & D. B. F., Boonton, N. J.

Branch No. 246 W. S. & D. B. F., Ridgefield Park, N. J.

Branch No. 227 W. S. & D. B. F. Chicago.

Local No. 11 International Union of Elevator Constructors, Cincinnati.

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Workers of All Lands Help German Workers

The International Arbeiter Hilfs Komitee with headquarters in Berlin, has appealed to workers of all lands to help German workers Not merely to keep them from starvation, but also to re-establish their morale. Not in the spirit of charity, but in the spirit of international solidarity. In the spirit of helping raise the morale of the German brothers to its former state, so they can once again repel attempts at merciless exploitation. So they can decide for themselves what form of government they choose and not be forced to accept that which the banking and other outside interests choose for them.

Workers of all lands are helping in this work. But, more than anyone else, the workers and working farmers of Russia are contributing generously. Shop meetings and public demonstrations are the order of the day in Soviet Russia. And always a collection is taken in behalf of the German workers. Not in the spirit of charity. Not in the spirit of repaying what was done for them during the famine. But in a class-conscious spirit of international solidarity with struggling workers wherever they may be.

The Russian workers have little. They have not yet reached that stage of industrial development where they need no longer worry about their own fortunes. But what little they have they gladly divide with the starving workers. For they know that a starving worker loses all initiative and resistance against exploitation and injustice. Hunger has a revolutionary effect, but starvation breeds stagnation.

The Russians call upon workers of other lands to help: Gregor Zinowiev phrases it this way:

"FOR AN INTERNATIONALLY MINDED WORKER THERE IS, AT THIS TIME, NO MORE EARNEST OBLIGATION THAN THAT OF AIDING THE FIGHTING, STARVING GERMAN WORKERS AND THEIR CHILDREN."

Save Germany's Workers
from
STARVING

Many are inclined to feed the appealing Workers of Germany with Advice.

The Committee for International Workers Aid calls upon you to help feed them with bread.

WHAT IS YOUR ANSWER?

Send contributions to F. S. R.
32 S. Wabash Ave.
CHICAGO, ILL.

Amalgamated Trust and Savings Bank
371 WEST JACKSON BOULEVARD — CHICAGO, ILL.

No. 4292 4/1044/11 Date February 4, 1924

Foreign Money Order to Willi Muenzenberg, General Secretary

Residing at Internationale Arbeiterhilfe

Unter den Linden 11, Berlin W8, Germany

From Friends of Soviet Russia and Workers Germany

Foreign Amount $2,000.00 Payable in United States Dollars

Amount Received in Dollars $2,045.00

RECEIVED TITLE FEB 4 1924 T. & S. BANK

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Amalgamated Trust & Savings Bank

By

This Draft of 2,000 Dollars seent by F. S. R. as first installment of American Workers contribution will keep our kitchen going for one month.

Fifteen Thousand Meals Served Daily to German Workers

The International Arbeiter Hilfs Komitee is conducting Fifty-five Soup Kitchens in the city of Berlin and nineteen in other cities such as Leipsig, Dresden, Weimar and so on.

A total of Fifteen thousand meals are served daily in these kitchens. The funds which support them come from the branch offices all over the world. In America, the Friends of Soviet Russia and Workers' Germany is the agency for this organization. They are conducting a drive for the support of an American Soup Kitchen.

The workers of France, Holland, Denmark, Sweden, Norway, Belgium, Switzerland, Czecho-Slovakia, Italy, Russia and America are all helping. In the United States this help is given through the Committee for International Workres Aid of 32 South Wabash Avenue, Chicago. Already $500 has been cabled to open the American Soup Kitchen. In addition to this the first month's payment of $2,000 for its upkeep has also been sent.

An intensive drive for pledges to support this Kitchen is now being conducted by the Friends of Soviet Russia and Workers' Germany under the name of Committee for International Workers' Aid.

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The Trades Unions and the International Workers Relief

(Concluded from page 61)

now strong its organizations, will not be able to defend the eight hour day and will not be able to maintain its standard of living at anything like the same level which it has at the present time. There is a certain theory which maintains that hunger has a revolutionary effect. That is true up to a certain point. But once that point has been passed, then hunger has the exact contrary effect. A hungry proletariat is, in the first stage of its hunger, perhaps prepared and in a position to revolt; a starving proletariat will perhaps be ready to and capable of plunder, but certainly not to make a revolt, and it is quite certain it would not be in a position to carry out a revolution. Every worker of Europe, no matter whether he be left or right, every trade unionist who desires the welfare of his class, has at this moment, in his own interest, no higher duty than to see to it that the German proletariat remains capable of offering resistance. I go yet further: everyone who really desires Socialism, every worker who wants the Revolution, can serve his cause, our cause, in no better way than by sending bread to Germany. I hope that from this session of the I. W. R. there will go forth such an urgent appeal to the working class of all countries, that the trade unions and the trade unionists will not be able to do otherwise than to link up in one way or another with the I. W. R. and to send their money through the mediumship of the I. W. R. to the German proletariat.

Our Drive to Aid Germany's Starving Workers

(Concluded from page 67)

Local No. 244 Loggia Fratellanza Sperlinga Montallegro, New York.

James Campbell, Secretary of Local 84 International Molders' Union, writes as follows:

> Enclosed find money order for $20. This is Local 84's answer to the circular sent out by the A. F. L. We feel that the money will reach its destination better thro your branch of the relief work than thro that of the reactionaries.
>
> That Gompers should wait for his banker friends to act before he though of the starving workers of Germany seems to us to be Gompersian consistency and it does not meet with our approval.

Campbell forgot to aid that Gompers is raising relief for the specific porpose of helping "the trade unions of Germany to fight Bolshevism." This of course means that his intentions is to dictate to the workers of Germany what government they shall chose if they are to receive any help from hi mand the rest of the officialdom.

The Secretary of Branch 72 of the Arbeiter-Kranken und Sterben Fund writes:

> Although we have a drive here in Philadelphia too, it was easy to sell thees two books, in a very short time. KEEP THE GOOD WORK UP AND I HOPE THAT THE OPPRESSED GERMAN WILL SOON SEE WHO THEIR TRUE FRIENDS ARE.
>
> That is our fervent hope too, Mr. Secretary! Amen!

LENIN'S THANKS!

Vladimir Ilyitch Ulianov wrote to President Hillman of RAIC:

"I am heartily thankful to you for the aid you have given us . . .

"Devoted and energetic, the advanced workers of America will lead the workers of many industrial lands who carry to Soviet Russia their technical knowledge and determination to stand privations in order to aid the Workers' and Peasants' Republic in the rehabilitation of its economic life.

"Helping in the recovery of the national economic strength of Soviet Russia is the one of all bloodless means in the struggle against international financial capitalism and reaction that promises a speedy and certain victory."

DO YOU WANT TO HELP CARRY ON LENIN'S WORK?

$10 makes you a shareholder. Subscriptions received in $1 instalments.

For more facts on RAIC's investment in Russia, write

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MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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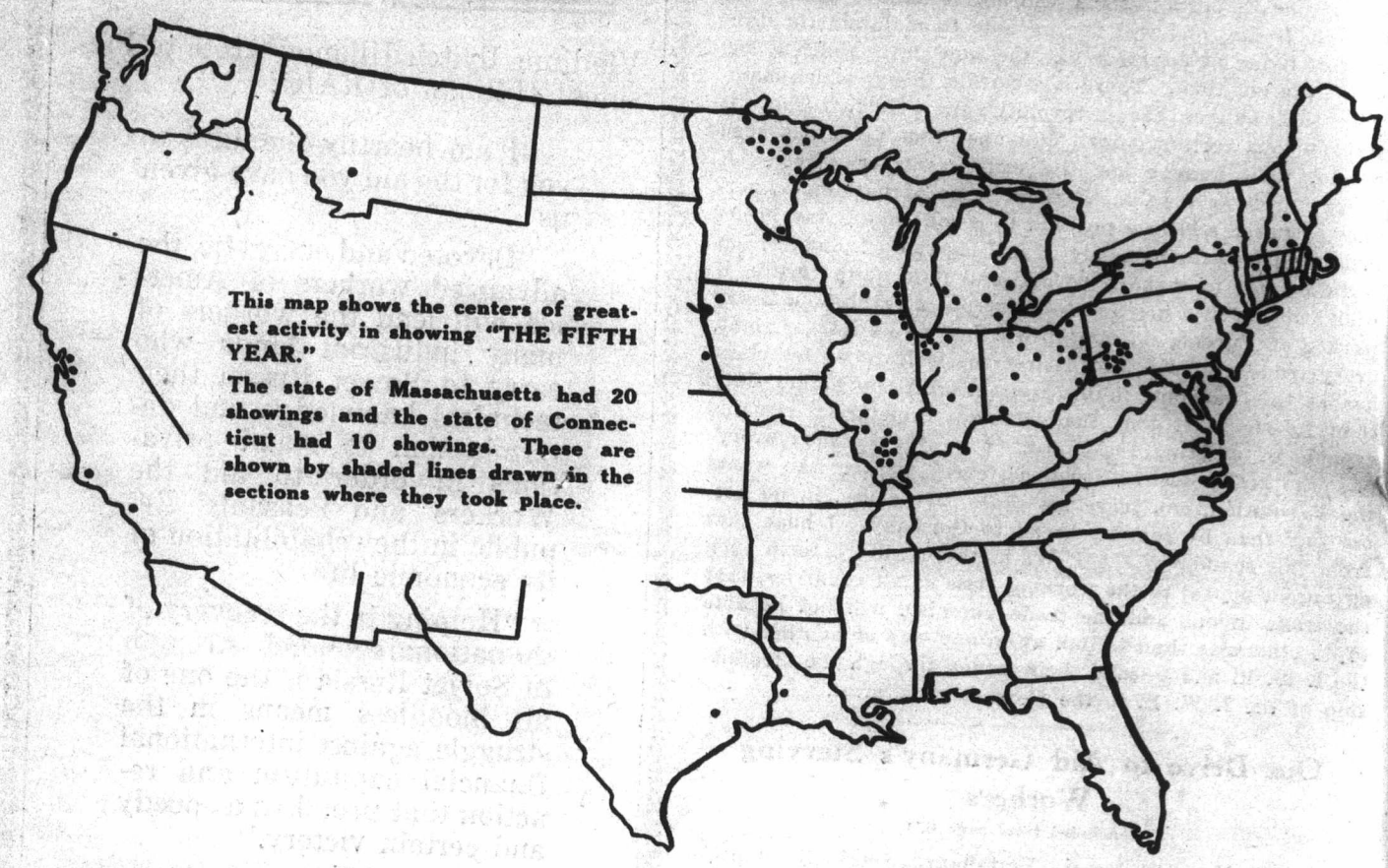
CANADA

"THE FIFTH YEAR"

F. S. R. Map of "Fifth Year" Showings in the United States



This map shows the centers of greatest activity in showing "THE FIFTH YEAR."

The state of Massachusetts had 20 showings and the state of Connecticut had 10 showings. These are shown by shaded lines drawn in the sections where they took place.

On the above map you will see the places where our eight reel moving picture "The Fifth Year" has been shown or is to be shown within the next month. There are in all 135 cities and towns, 108 of which have already shown to a total audience of almost 100,000 people. These 100,000 have seen with their own eyes some of the things that are taking place in the country which has been condemned by all except the workers of the world. We know that the shadows of ignorance can be dispelled through the art of the motion picture perhaps more effectively than by word of mouth; for the camera does not lie. And when we receive letters from just one of the audience stating "That the picture was brilliantly conceived and beautifully produced and could not fail to impress anyone who saw it," it makes us feel that the work and effort put into the picture and its showing are not wasted.

We are now getting ready another one of these pictures that makes it possible for you to travel to Russia while sitting comfortably in a seat at the moving picture theatre. Educators say that travel is one of the best means of gaining an education and we agree whole heartedly. This new picture will give us something of Germany as well as Russia, taken by our own cameraman. But before you see the new picture you must have seen the "Fifth Year" first. In this way you will get a complete, rounded out impression of Russia and her activities, her development agriculturally and industrially.

If your town or city has not yet made a date for a showing, get in touch with the **Moving Picture Department of The Friends of Soviet Russia at 32 So. Wabash Ave., Room 700, Chicago, Ill.**, for information and make the opportunity for yourself and others to see this inspiring portrayal of Russian life.

THE Lnotorg (the Joint Stock Flax Trading Company) has decided to establish its own representative offices abroad, in the first place in Riga and London, and later in France, Belgium, and Germany. The Gostorg (State Trading Company) has decided to hand over all its trade in flax to the Lnotorg, on the basis of a general agreement. In connection with this the Lnotorg is increasing its authorized capital by 1,000,000 gold rubles, making a total of 2,000,000 gold rubles.

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THE HATED DICTATORSHIP

THERE have always been prophets in this world. But never has there existed such a persistent kind of that species as the ones who prophesy the collapse of the Soviet rule in Russia. And these prophets are not even subject to the rule applied to others of their kind. If their prophecies do not come true they are revealed as charlatans. But the prophets of the downfall of the Soviets found their predictions unfulfilled again and again. But, undismayed, they merely put the date of the miracle a little further ahead and retain the confidence of their dupes.

One of the most frequent arguments of the Anti-Soviet prophets is that the mass of peasants in Russia, 85% of the population, are thoroughly disgusted and dissatisfied with the rule of the Soviets and are bound to overthrow it —sooner or later.

Now we know that it is impossible to convince the prophets. Phophecies of the kind they peddle are too remunerative to be left alone. But many of those who listen breathlessly to the prophets to meet disappointment again, and again; many of those who have been struggling against the poisoned gas attacks against Soviet Russia for the last six years; all of those who are anxious to learn the truth, will be interested to learn what unbiased observers say about the position of the peasants of Russia toward the Soviet Government.

"The Century Magazine" sent Mr. Marcus J. Hindus to Russia to find out conditions there. He lived for months among the peasants. And now, in an article in the January issue of the magazine he reports a discussion among the peasants on the value of the sovkhos, the Soviet government farms. He writes:

"One blond youth, tall vigorous, and clean shaven stood up: 'You are all complaining about the **sovkhosy**, and I want to tell you that the one we have has been a blessing to us. The manager is all the time telling us useful things, and last year, when our crops were poor and we had no decent grain for seed, he exchanged our shrunk for good seed and hardly charged us anything. When the **sovkhos** was first started in our village, our people grumbled. They had expected that the estate of the German **pomiestshik** would be divided among them and they'd have more land. But now they are glad it has been turned into a **sovkhos**, for they say, "Of what use would it have been to us to have more land if we had continued to work it as unproductively as formerly?" Thanks to the **sovkhos**, we are now raising good crops.'

"I switched the conversation to another aspect of the question," continues Mr. Hindus.

"You are all complaining of one thing and another," I said, "but do you think you'd be better off if the old government had been still in power?

" 'Then came a wave of loud protests:

" '**Nyet! nyet!**' (No! no!')

" 'Nobody wants the old gang back, do we, **tovarishtshui?**" said the teacher.

" 'Would we ever have a place like this to stay when we came to Moscow (referring to the Central Peasant's Home) if the **pomiestchiks** had been still ruling over us? Why, if we got near this building, they'd drive us off like dogs.'

" 'I agree with my **tovarishtshui** in all they say about the old power,' said one of the older men, with a fuzzy beard and a babyish flush on his face. 'I come from the Caucasus, from the territory of Kuban. I and my three sons have been in the Red army for three years, and if anything happened and we had another war, we'd all join again voluntarily, and my fourteen-year-old son would go with us.' "

Cash Income--December 1923

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GERMANY'S WORKERS CALL

POSTAL TELEGRAPH – COMMERCIAL CABLES

TELEGRAM

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BERLIN JAN 14 1924

SOVRUSS (Committee International Workers' Aid)

SOUTH WABASH AVE $2 CHGO

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STOP TAEGLICH AUSGABE 15000 ESSEN STOP KINDERHEIM EROEFFNET STOP
DRINGEND UNTERSTUETZT HILFE MIT GELD UND WAREN

MUENZENBERG
Sec'y Gen'l International Arbeiterhilfe Committee

TRANSLATION

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BREAD! BREAD!
GIVE US BREAD!

And The Powers--That--Be Answer

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WITH DIPLOMATIC NOTES
WITH HUGE LOANS
WITH MILITARY OCCUPATION

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WITH RELIEF BASED ON POLITICAL DISCRIMINATION which will assure the distribution of funds to those trade unions which agree "to help fight Bolshevism" in Germany.

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AMERICAN WORKERS AND FARMERS

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HOW MUCH is your feeling of INTERNATIONAL SOLIDARITY with Germany's workers worth?

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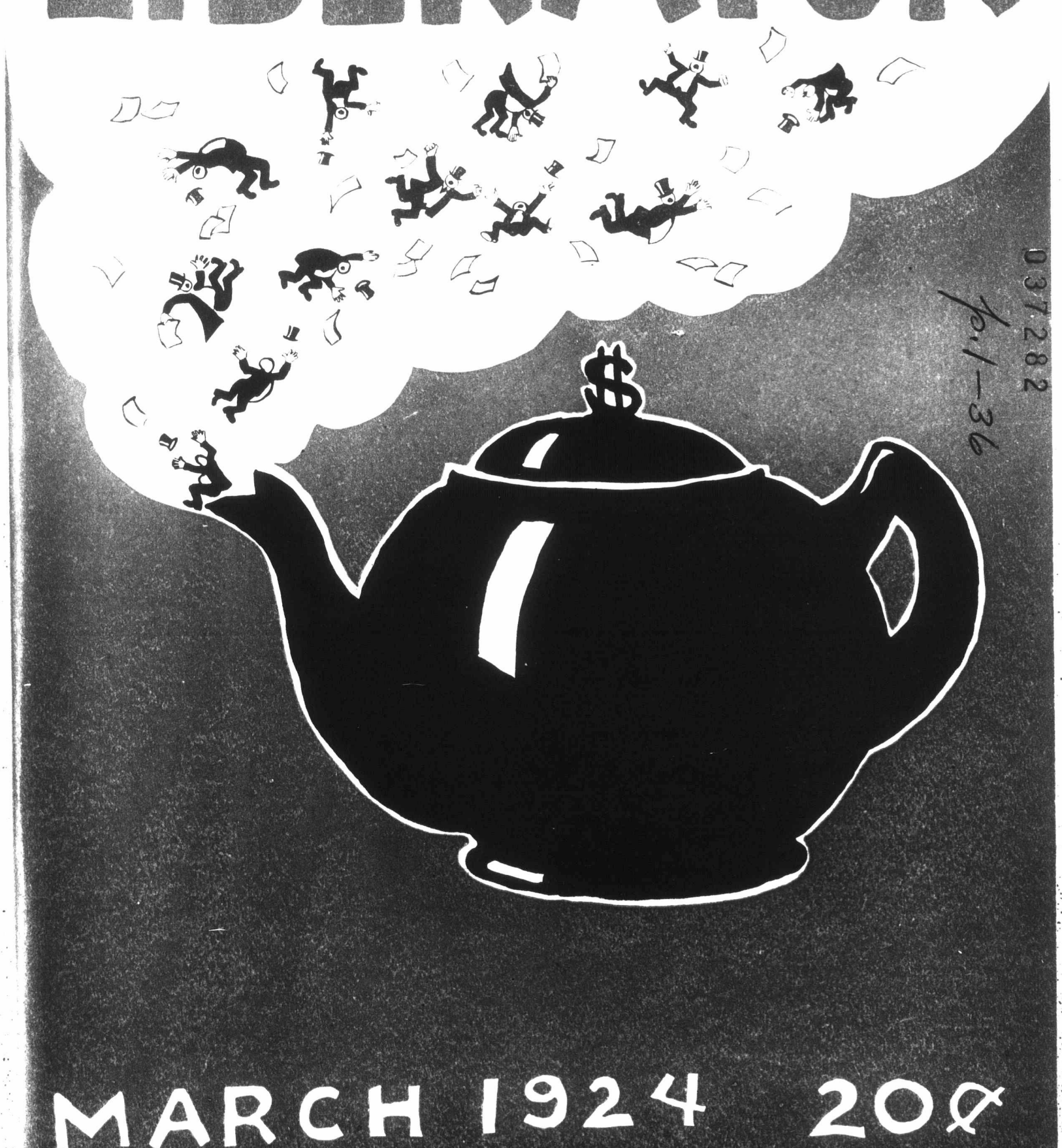

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A WEEK

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How can you fail to permit yourself to profit by the reading of such an epoch making book?

WHAT ARTHUR RANSOME SAYS ABOUT "A WEEK":

In "A Week," Libedinsky paints on a small canvas an extraordinary inclusive picture of all that inner life of the revolution at which it is difficult for a foreigner even to guess; he does this without any attempt at proving anything; and he deals with something quite outside that life of Moscow and Petrograd which has been described and re-described until people are utterly tired of the very names of those cities. In this last his story is typical of much of this literature which comes not from the centre but from the far periphery. It is not in the centre but out there in the Urals, in the Ukraine, in Siberia, where town and country are in closer contact, where the civil war was fought, where a thousand minor centres are working out their problems for themselves, that the abstractions, the crude generalizations of the revolution resolve themselves in concrete instances, fit material for art. In Moscow, to take a single example, you see mathematical figures and curves on squared paper illustrating the increase or decrease of the area shown; it is out there that you see human beings literally fighting for their lives to get the seed to the fields.

That is the motive of this story, which is an account of a single week in a small town in the foothills of the Urals, in the Spring of 1921, before the New Economic Policy had eased the extremely hostile relations between country and town. It is the story of one of those revolts of desperately resentful peasants, led by Whites against the Reds and presently suppressed, which used to be dismissed in the newspapers in a paragraph of three or four lines in a column of other news. But into his account of it, Libedinsky has managed to work a large, carefully chosen gallery of revolutionary portraits.

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The Revolutionists in the book are not by any means strangers to us. We know them all. And to us their true names may not be Stalmakhov and Repin and Klimen, and Comrades Lisa and Aniuta, but other names that have been often on our tongues. No, these revolutionists are of no alien and mysterious kind. In more peaceful days we have talked with them all, shaken their hands, and, in the cases of Comrade Lisa and Comrade Aniuta, perhaps been in love with them. We meet them again with a strange feeling of pride, of love, of happiness.

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Robert Minor

DOHENY: "I think I hear my dogs among those wolves!"

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Robert Minor

DOHENY: "I think I hear my dogs among those wolves!"

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THE LIBERATOR

Vol. No. 3 [Serial No. 71] March, 1924

Teapot Dome

By Jay Lovestone

AFTER Coolidge had delivered his maiden speech there was a lull in the political storm that had threatened to overtake the country on the eve of the opening of Congress. The waters of the Potomac were calm. The president's yacht, the Mayflower, was converted into the Administration's political peace ship. On Saturdays the Potomac was closed to all ordinary shipping. It was open only to the royal yacht of the Coolidge family, the President's private pastor, cabinet officers, bankers, manufacturers, campaign managers, and dissatisfied senators from the agricultural areas seething with discontent.

The professional political experts and the capitalist non-partisan supporters of the Democratic and Republican parties were viewing the political situation with considerable relief. The powerful publicity machine of the Republican party was working very smoothly. The press was putting over with deadly effect the tremendous campaign for the Mellon millionaire tax scheme. Coolidge was picked as the sure winner. The big interests had definitely decided to throw their full weight to him and clinch his return to the White House.

Suddenly, petroleum appeared on the peaceful waters of the Potomac. A violent storm broke. The Teapot Dome exploded in the face of the men highest and most powerful in the conclaves of government and big business. As if from an unseen submarine, torpedo after torpedo was shot into Coolidge's royal yacht and into his presidential aspirations with deadly aim by the disclosures in the flood of talk emanating from the Walsh investigating committee.

The chart by which the political leaders of both capitalist parties were steering their course was besmeared and sullied with oil. Reputations tottered. Political futures tumbled. The most revered and solemn high-priests of the financial Sanhedrin became panic stricken.

In the history of American politics there has been no more sharp turn of the wheel than that following the Teapot explosion. Political leaders—Democrats, Republicans and Insurgents—have not been in such an agitated state of mind in many years. A long trail of lies finally led to an even longer trail of black truths. The United States government is now shipwrecked—standed on the rocks of the biggest and darkest scandal of the memory of the last two generations.

The Nadir of Government Corruption.

Scandals are not new to the history of capitalist government in the United States. On the pages of the story of American industrial and political development are crowded numerous scandals and near scandals, very much like the ones now held up to the scorn of the public eye by the Teapot Dome investigation. Grafts and corruption in the management of our governmental affairs are accepted as copy-book axioms by the capitalist politicians of the Republican and Democratic parties. The campaign handbooks these parties, even in the hey day of "normalcy," reek with cases of the vilest plunder of the country's resources, committed by Democrats and Republicans alike. These campaign text books usually resemble pirates' manuals. Scandal mongering and mud slinging are the perennial election practices of the game of politics as it is played in the United States by the parties of the employing class.

Yet the country is usually spared the enlightenment arising from the disillusion of the masses in the wake of startling revelations about the deep-rooted corruption that is inherent in the capitalist system of the private ownership of the means of production, exchange, and government. It is only during times of serious social rifts, during periods of sharp divisions within the ruling classes, on the eve of gigantic class conflicts that an attempt it made to reveal the rotteness of our whole political edifice. The captains of industry and finance always prey on the vitals of the country. But it is only in the midst of intense political struggles, at the moment of fundamental class realignments, that this organically diseased condition appears in ugly relief as a putrid eruption on the national body politic.

Thus, during the administration of Grant, when the "builders of the continent" were spanning the country with railway lines and were steadily winning their way to a strangle hold on the government, there was a sharp reaction in the various strata of the whole capitalist class and the working masses. The country was still in the throes of reconstruction after the Civil War. The class realignments took the form of a revolt against the dominant political party—the Republican party. The carpet-bagger government was being forced out of the South, which was rapidly returning to the fold of the Democratic Party. There was widespread dissatisfaction in the industrial centers of the North. The country was driving headlong toward the panic of 1873. It was under these political and economic conditions that the nation was treated to the astounding revelations of the Credit Mobilier, John McDonald's St. Louis

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whiskey ring, and the Belknap affairs. Then the scabs of corruption broke out on the face and body of the Federal government. "Grantism" became synonymous with the defrauding of the government and innocent people by the leading stockholders of the Union Pacific, with financial experts placing shares "where it would do them the most good," with an investigation of the War Department and the subsequent resignation of the Secretary of War. Then cabinet members resigned to escape examination. Members of Congress were exposed. Even a Vice-President, Colfax, was involved.

During the administration of Taft the country was in the midst of another period of serious class rifts. The loss of the House by the Republican Party, often called "the revolution of 1910," the fight against Cannonism resulting in the removal of the Speaker from the Rules Committee and the transfer of the power of choosing this key committee from the Speaker to the House, the fight against the Payne-Aldrich Tariff Act, Taft's appointment to the Secretaryship of the Interior of Richard Achilles Ballinger, who had for years been known as a pliant tool of the corporations seeking to gobble up the country's natural resources, the charges by Gifford Pinchot, head of the Forestry Bureau, at the instance of a dismissed employee, Louis R. Glavis, of the Department of Interior, the exoneration of Ballinger by a packed committee, and the annulment of the claims of the Guggenheim-Morgan syndicate for the fraudulent land grants—these incidents weave the story of another national scandal. The Progressive Republican League was organized by LaFollette and the country was heading toward the 1912 split in the Republican Party.

Today, we are at the peak of another upward swing in the curve of sharpening class divisions. The serious economic depression in which the agricultural masses find themselves, the experience of the working masses with the employing class government in the national textile, railway and mine strikes of 1922, the ensuing practical loss of control of the House and Senate by the Republican Party, the fierce contest between the Democratic and Republican parties for the control of the government machinery, the appointment by Harding of Albert B. Fall, who had always been a consistent champion of the anti-conservationist interests, to the secretaryship of the Department of Interior, the handing over of the valuable oil concessions to Sinclair and Doheny, the resignation of Fall, the bedraggling with oil of several cabinet officers, the forced resignation of Denby, who as a member of the House fought thick and thin against the impeachment of Ballinger, the almost certain casting into the oil well of several Senators——these events are a most instructive parallel to the scandals of previous historical periods.

Little oil as the Teapot Dome Naval Reserve may contain, it has already started a political conflagration of giant dimensions. No one can any longer dare to say that the investigation is a mere tempest in a teapot.

Discovered in Wyoming, the oil spread to California, Mexico, Russia, and Persia. Now that Senator Dill has introduced a resolution calling upon Secretary of State Hughes for information regarding American oil concessions and negotiations in Burma, Mesopotamia, Palestine, Africa, Venezuela, Argentine, and the Dutch East Indies, there is no telling where the tale will end. It is said in Washington that you can't come up unseen and pat a Senator on the back without the Senators jumping for the window. The general feeling at the Capital is that the worst is yet to come. There is not a single spokesman of either party who dares guess where the cat is going to jump next.

Heavy Blow at Government.

The present reactionary Republican administration which was swept into the office by the greatest majority ever accorded a victorious party in any election, has an outrageous record of scandals. Practically every department of the government is involved in some scandal or other. The Treasury Department reeks with the corruption of its income tax bureau and the scandals of its prohibition unit. The Department of Agriculture has its own packers' and stock yards' scandal. The disclosures about the blatant corruption and graft bordering on debauchery in the Veterans Bureau have shocked the country. Congress is now planning to investigate the wholesale frauds of the Shipping Board. The Department of Justice has been under fire for some time because of its sinister inactivity in hunting down those guilty of war steals, totalling billions of dollars. Attorney-General Daugherty doesn't prosecute enough and has not been winning the cases he does prosecute any too regularly. The Department of State is sweating oil from every one of its diplomatic pores. The Department of the Interior is involved in the Reclamation Bureau scandal. The Post Office Department has raped the Civil Service Law of the land and the Civil Service Commission has tamely submitted. The General Wood oil and concession scandals in the Philippines will also prove one of the blackest chapters in the annals of American imperialism.

But big as all of these scandals are, the Teapot Dome Naval Oil Reserve steal has dwarfed them all. Congressmen and Senators have lashed themselves into greater fury over this case, and they have had good reason to. The scalding steam of the Teapot has scorched four successive administrations—the two Wilson, the Harding and the Coolidge administrations. Directly or indirectly, through the back door or through the main entrance, there are involved in this mess, Wilson's Secretary of the Navy Daniels, Secretary of the Interior Franklin Lane, Secretary of War Garrison, Assistant Attorney General Gregory, Secretary of the Treasury McAdoo, and that notorious wholesale distributor of the fake Sisson documents, George Creel; Harding's Secretary of the Interior, Albert B. Fall, and Harding's and Coolidge's secretaries of the Navy and the Department of Justice and whatever other names are still to be added to this galaxy of capitalist servants. This historical continuity of the flow of oil has rocked the country to its very foundations. The most elementary bases of popular confidence and trust in the government have been shaken to their very bottom.

Party Lines Shattered.

The Teapot Dome exposure is bringing in its train mud much filthier than the ordinary campaign slush. At first the Democrats rejoiced. The Republican Administration was being undermined. The scandal was brought into the innermost alleys of the cabinet. A Democratic Senator Walsh was the leading light in the whole drama.

The drooping Democrats were galvanizing their dark despair into roseate hopes. Then a bolt from the blue hit them. Little by little the donkey heroes were spattered

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with oil. At first Doheny was brought on the scene. Most people did not know that this same Mr. Doheny had been proposed at the Democratic convention of 1920 to be the party's Vice-Presidential candidate. The Democratic politicians still felt safe because they knew that the working and farming masses had not heard the speech of Delegate Lorin A. Handley of California, at the Democratic Convention, to the effect that Mr. Doheny built "himself to the pinnacle of success such as every American citizen loves and admires. The life of this man is a typical romance of American improved opportunity."

Even after Sinclair bluntly told the Senate Committee that he contributed to the Democratic and Republican parties, the Democrats persisted in proclaiming their purity and in denouncing their Republican adversaries as the only ones guilty in the scandal.

But, soon a bomb-shell broke in their camp. William G. McAdoo—the last royal son of bankrupt American liberalism as sold to the American people in the first Wilson Administration, and the most over-advertised standard bearer of "progressive democracy," was hurled into the oil cesspool.

The Democratic political wild-catting brought on by the dazzling prospects for 1925 soon ended. They could no longer twist everything into campaign material. The political dynamite in the whole affair with which the Democrats had so carelessly played, was now raising havoc with all their plans. The admission that Mr. McAdoo had been on the payroll of Doheny for five years and had pocketed the modest sum of a quarter of a million dollars of oil money (marked down to $150,000), once and for all made it clear that both the Democratic and Republican parties were alike besmirched with the Teapot oil.

The exposure of the McAdoo-Doheny relations has had a blasting effect on the Democratic chances in the coming elections. McAdoo's resignation the day after his employment by Doheny became public property, was as political as his services to the oil magnate. The more Mr. McAdoo attempts to explain his connection, the worse it looks. At best Mr. McAdoo must do lots of explaining.

It is true that this false prophet of American liberalism is now protesting passionately his purity of heart. McAdoo wants to run with the hare and hunt with the hounds. His resignation only proves that the Democrats were entirely open to hire by the same capitalist interests. The only difference was in method of employment. The facts show that McAdoo and his Democratic colleagues were not above purchase when the price ran into the quarter of a million column.

Despite the decision of his own hand-picked jury, Mr. McAdoo and his lieutenants are still down in the depths. Their party may fool itself that it still has the man, the candidate, left. However, in clinging to McAdoo, it will be throwing away the big issue of the coming election campaign—oil. It will be a mighty difficult task to ask the masses to put Doheny's counsel in the White House. It is easy to understand how some political cynics in Washington circles resort to this little poem:

"You may break, you may shatter the can if you will,
But the scent of petroleum will cling to it still."

The black crepe is still hanging on the door knob of McAdoo's presidential aspirations and on the Democratic party's pretensions to purity in the Teapot scandal.

The Government in Its True Light.

The feature distinguishing this Teapot Oil Scandal from all other cases of graft and corruption in American government is that in the light of its sordid facts there are revealed the outstanding class characteristics of capitalist government in the United States.

The role of the courts, the part played by the press, the unity of the stock exchange and the White House, the growing centralization of political power,—all of these are brought into bold relief by the staggering revelations made in the Teapot investigation.

The extent to which the press was of service in helping the big oil interests to rob the country of this valuable Naval Reserve, has not yet been determined and probably never will be. Yet we already know that the Albuquerque Journal of New Mexico, in the South, the Denver Post, in the West, and the Washington Post in the East have rendered invaluable services to those involved in this fraud perpetrated against the country.

One needs but examine the condition of Sinclair oil stock on the market during the period of negotiations and consummation of the fraudulent contract by Fall to convince himself that the best barometer of national politics is the stock exchange. The Sinclair stock fluctuated on the eve of the Fall-Denby negotiations and rose to dizzy heights as soon as the concession was a certainty.

In this case, as in all instances where fundamental capitalist class interests are involved, the courts have proved themselves to be the last line of defense, the bulwark of the reactionaries. When Fall was hard pressed, the courts ran to his rescue and safely hid him behind a paper barricade of flimsy legal technicalities. There is no doubt that Denby, Daugherty, and the Senators who may yet be dipped in the Teapot oil will follow the example set by Fall and call on the courts when they are in real danger.

The tremendous degree of centralization of power achieved by the government is brought into painful relief by the story of the Teapot scandal. It was by an executive order that Harding, in 1921, transferred the Oil Reserves from the Navy to the Department of the Interior. This transfer was made on the pretense of a need for greater government centralization through all public lands being administered by one department.

The constitution provides that Congress alone has the power to make appropriations for yards, docks, and tankage. Yet the Secretary of the Navy arrogated to himself the right to enter into contracts for the sale of oil valued at $103,000,000 and to expend this huge sum for tankage, the cleaning out of harbors, wharfage and other improvements of this sort. These are strictly congressional rights.

And when the Secretary of the Navy transferred to the Secretary of the Interior the power vested in him by Congress, the authority to control the Teapot Oil Reserves, he violated the fundamental law of the land by surrendering a right only Congress can constitutionally transfer. This is another glaring example of the menace of government centralization in this country.

The very character of the counsel chosen by President Coolidge to prosecute the guilty portrays the basic class

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interests dominating our government. It was no accident that Coolidge called upon so notorious a railway corporation lackey as Pomerene of Ohio and Mr. Owen J. Roberts, who a year ago denounced LaFollette for introducing the resolution to investigate the Teapot steal!

The rebuff tendered to the Senate when it called upon Coolidge to have Mr. Denby resign is most illuminating evidence of the irresponsible, unresponsive character of the American government. In the governmental system of the United States the Cabinet is merely an official family of the President. Coolidge lost no time in pointing out that the dismissal of an officer of the government "is exclusively an executive function" and that in accordance with the principles of Madison, it is "essential to the preservation of liberty that the three great departments of government be kept separate and distinct."

It is interesting to note that when the Senate passed a resolution requesting the President to withdraw American troops from Germany there was no such hostile reaction on the part of the Chief executive though this matter feeling towards the capitalist interests on the part of of the President. The reason for the difference in the attitude of the President towards this request and towards the request for the resignation of Denby lies in the fact that in the latter instance the safety and political advantage of a clique of property protectors were involved.

The Root of the Evil.

Let no one mistake the real situation. Sinclair, Fall, McAdoo, Doheny, Denby, and Daniels, are not guilty of this fraud because they are especially bad men, or afflicted with an extraordinary degree of moral turpitude. As a matter of fact these men have been operating in the national game of politics according to the principle that better feelings towards the capitalist interests on the part of government officials leads towards better business.

Even if all those guilty in this notorious fraud were punished—a situation which is most improbable—the conditions making for such corruption would continue to exist. Other scandals would occur in time.

The soil in which these cases of political graft and corruption take root, the conditions under which such outrageous plunder of the country's resources takes place, are the conditions under which the ownership and control of the country's natural resources, the means of production and exchange, the government apparatus, are privately owned and operated for the benefit of a small, capitalist owning class, and to the detriment of the interests of the great working and farming masses. As long as the capitalist system prevails in economy and production, as long as the railways, the coal mines, the oil wells, and the credit and exchange facilities remain in the hands of a special propertied class of exploiters, the control of the governmental machinery will also remain in the hands of this capitalist ruling class. Not until the very last vestige of this twofold condition is uprooted, will there be an end to these huge steals and gross political corruption.

Political Significance.

LaFollette had been hesitating. He was not sure as to his next step. He feared to separate himself from the Republican party lest he burn all his bridges behind him. The oil upheaval has given tremendous impetus to the likelihood of LaFollette heading a third party independent of the Democratic and Republican organizations. The fact that McAdoo has become an oil duck and therefore a rather lame contestant at best, will cause LaFollette to be more aggressive in the next few months. McAdoo had always some standing with the upper crust of the aristocratic section of the working class, particularly the highly skilled railway workers. It was on this section of the working class and on the farmers that LaFollette had pinned his greatest hope in the event of leading a third party out of the Republican fold. Fear of McAdoo's strength in these quarters has been lessened considerably by his shady relations with Doheny.

The last speech delivered by LaFollette in the Senate was replete with blistering invective against every ramification of the political machine of the Republican party. It was the most merciless and bitter denunciation of the reactionary Old Guard yet delivered by LaFollette. This speech showed that the Senator from Wisconsin was bent on making the leadership of Lodge and Longworth in Congress a by word and a jest.

The significance of this new angle to the McAdoo-LaFollette phase of our national politics cannot be overestimated. McAdoo is making a desperate attempt to steal LaFollette thunder. On January 28th the latter introduced a resolution to investigate the settlement of all claims arising out of Federal control of railroads and to report its findings and recommendations to the Senate. Soon after McAdoo sent a letter to his campaign manager, Judge Rockwell, in which he referred to the "uncsrupulous railroad officials who filed false claims against the government." LaFollette knows that he stands no chance of repealing the Esch-Cummins Act in this Congress. He is therefore trying to stir up plenty of dust to make the railroads show dirtier and at the same time save his followers from disappointment over his failure to lower freight rates. McAdoo is parroting LaFollette's talk in order to steal this issue from him.

Here we have the sharpness of the conflict between McAdoo and LaFollette. Whether a third party is a certainty in the coming elections it is yet too early to conclude. But it is obvious that the exposures of the Teapot Dome investigation have tremendously enhanced the possibility of the birth of a third party, a liberal party, in the coming elections and have lent tremendous impetus towards the organization of a nation-wide Farmer-Labor class party.

The revelations of the Teapot investigation have proved vitriol to the raw wounds of the working and farming masses and have increased the disgust with which they have come to view the government. The capitalist politicians find it very hard today to gloss over conditions with illusions. The Coolidge managers are watching political affairs with increasing nervousness. What the harvest will be at the end of the investigation it is yet too early to predict. The statements of Vanderlip and Senator Moses to the effect that "those yet unnamed are greater in number and of more consequence than those already involved" are ominous. Today it would be more dangerous for the employing class to suppress this investigation than to go through with it, though their government officials will make every effort to hide as much as possible from now on.

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Imperial Hara-Kiri

By Scott Nearing

SUCH economists as Marx, Hobson and Lenin, have long held that modern imperialism would destroy itself through its own internal contradictions. The past few years have provided many facts to prove this theory.

Britain is the mother of modern empires. Not since Rome has any single state held so vast a dominion under her power. Her ships sail the seven seas and the sun never sets on her flag.

The British Isles are the manufacturing and financing centre for this Empire. Raw materials and food, produced in the colonies, are carried in British ships, manufactured on British machines and then sent back in British ships to colonial markets. The people of the British Isles cannot feed themselves, or produce the raw cotton, wool, rubber, coffee, hides and oil that they require for the maintenance of their economic life. All of these things must come from overseas.

Through the first half of the nineteenth century Britain had the world markets pretty much to herself. She profiteered largely, reinvested part of the surplus at home and sent the balance abroad, so that in 1913 she had 20 billion dollars invested outside the United Kingdom. Then too, the population increased. In 1801 there were 9 millions in England and Wales; in 1861, 20 millions; in 1911, 36 millions.

Prosperity seemed assured. The golden age was being ushered in. Then trouble came from two directions. On the one hand a rival (Germany) arose demanding a share of the world economic booty. On the other hand, the colonies and dominions began to do their own manufacturing.

Britain settled her score with Germany between 1914 and 1918 and finished the job with the Treaty of 1919. She took Germany's colonies, her investments, her ships, her iron and coal, her navy. Defeat in the imperial struggle left Germany naked and starving.

As for Britain, the victor, her national debt jumped from 774 million pounds (1854) and 678 million pounds (1914) to 7,460 million pounds in 1919 and 7,700 million pounds in 1923.. In the latter year, with taxes high and an unusually favorable settlement with the United States, out of a total revenue of 910 millions, 332 millions or more than a third, went for "debt service." Britain has a capacity cargo of direct problems which she won with the war. She has something else: A group of colonies and dominions that learned, during the war, to be economically self-sufficient.

The war stopped the flow of British manufactured goods to British colonies. The latter must produce their own goods or do without. It also created a demand, in the war zone, for all of the goods that the colonies and dominions could manufacture and at top prices.

The response was immediate. Australia had 13,456 boot and shoe workers in 1913 and 15,286 in 1917. Canada produced 751,738 tons of steel in 1914, and 1,538,886 tons in 1917. India manufactured 4,220,000 pounds of woolen goods in 1913 and 9,744,000 pounds in 1917. The local business interests were building their own industrial machines.

Nor did the process stop there. When the war ended, they went on producing locally because they found that it paid. The war had cut the foundation from under British economic power by setting up rival economic units in each of the British dominions.

The war had still another effect. Britain destroyed one rival between 1914 and 1918. During the same years, she created another—the United States.

Entering the war late in the day; profiteering enormously during the three early war years; losing only a fraction as much as Britain; far better equipped with resources, the United States was able to lend Britain 4.6 billions, to finance her part of the war, to build a great rival navy and merchant fleet, and to make huge investments, even in the British possessions (notably Canada). While the war removed one rival it set another, far more formidable, in Germany's place.

Not only was the war fought in vain by Germany (the vanquished), but Britain, the victor in the imperial struggle, finds herself on the edge of a trembling economic abyss over which her fellow victor (France) is now falling.

Accurately have the economists predicted, and truly will the historians write: "Capitalist imperialism is a form of social suicide."

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"Third Party" or Farmer Labor Party?

By C. E. Ruthenberg

I.

THERE are two movements for a party in opposition developing side by side in this country today. In the conventions called for May 30 in the Twin City and July 4 in Cleveland these two movements will take definite form.

In considering the question of what kind of parties are developing in the opposition movement against the two old parties the two possibilities are being referred to as "a Third Party or a Farmer-Labor Party." The contrasting of "Third Party" and "Farmer-Labor Party" has rather confused the issue to be settled than aided in clarifying it. The name "Third Party" does not necessarily carry with it an indication of the class character of the party so called. A Farmer-Labor party may be a third party in the sense that it is a mass party competing with the Republican and Democratic parties for political power. In fact many of the exponents of the organization of a new party use the two terms interchangeably. For them there is no difference between a Farmer-Labor Party and the Third Party.

There is, however, a basic difference between a Third Party and a Farmer-Labor Party for those who approach the subject with the key of Marxian science. An examination of the make-up of the Republican and Democratic parties, to which the new party is to be a third for those who call it a Third Party, will throw light on the subject.

Both the old parties are and have been dominated by the exploiting class of this country. There are different groups within the capitalist class and the struggles between the Republican and Democratic parties reflect the struggle between these groups endeavoring to forward their own peculiar interests. For instance, the struggle over the tariff reflects the old difference of interest between the capitalists who make their profits through manufacturing, and the cotton-raising land owners of the South allied with the middle-men. The two old parties, however, are alike in that they count as their supporters some sections of all classes. They are alike class parties in their use of the governmental power in the interest of the exploiting class, but in their composition and followers they are all-class parties. They are composed of workers, farmers, professional people, little and big business-men and capitalists.

Those who speak of the coming new party as the "Third Party" express in that term their idea of the make-up of the party they are seeking to organize. They want an all-class party. The Republican and Democratic parties are discredited and bankrupt, they argue, so let every one who is disgusted with their administration of the government and the candidates they put up, get together in a new party. Farmers, industrial workers, storekeepers, merchants, small business-men of every character, professional men, doctors, lawyers, bankers, brokers and real estate dealers, professional reformers of the Committee of Forty-Eight, yes, even small capitalists—let them all get together and form one great, glorious Third Party to fight the decrepit, discredited two old parties!

A party with such a class basis could not have a clear program. It would be "against" some of the open, brazen looting of the nation, such as has been exposed in the Teapot Dome scandal or such as was evidenced in the guarantee of profits to the railroad companies, but it would not propose anything fundamental. It would surely be dominated by the middle class, and the farmers and workers would be the tail to the kite. Its ideal would be to make the great capitalists be "good"—and being "good" would mean to run their system of exploitation and oppression in such manner that some of the loot taken from the farmers and industrial workers would seep down to the groups composing the middle class, enabling the latter to make a really comfortable living without too much worry.

Those who describe the coming new party as a "Farmer-Labor Party" have something different in mind. They want a class party—a class party of farmers and workers. Naturally they would not exclude from the new party professional men or small business men, if these desired to go along. But they want the new party to be made up predominantly of farmers and workers, to be led by farmers and workers, and its platform to be written in the interest of the farmers and workers. Since the interest of the rich and well-to-do farmers more nearly coincides with the middle-class group, those who want a "Farmer-Labor Party" even go farther and demand that the new party be led by, and its platform be written to express the interests of, the poorer exploited farmers and the industrial workers. In other words they want a class party of exploited farmers and industrial workers, with any other group which wishes to go along as the tail of the kite.

II.

The economic forces let loose by the war, which since the end of the war have kept the capitalist industrial system in a precarious state, have greatly intensified the struggle between the clashing economic groups which make up our social order. The billions of wealth destroyed during the war must come from somewhere. Who is going to pay the twenty-five billion we put into the war? The capitalists out of their profits, the middle class through reduced comfort, or the workers and exploited farmers in a lower standard of existence? Who is going to pay for the loss of markets growing out of the decay of capitalism in Europe—capitalists, middle class people, or exploited farmers and workers?

During the war our government became more centralized and gained new powers, and the big capitalists are using their control of the government to put the burdens of paying for the wealth destroyed during the war and the losses resulting from the disordered state of the capitalist system, upon the middle class and, still more, upon the farmers and industrial workers.

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The small merchants and professional groups did not make the big profits of the war. They do not gain anything through a high tariff. Guarantees of profits to the railroads mean higher freight rates and travelling expenses to them. The well-to-do farmers are against the Esch-Cummins law which they claim increased the freight rates on their products and against the policy of deflation put into effect by the Federal Reserve Board which they blame for the low prices of their products.

The industrial workers saw the centralized federal government acting as the agent of the capitalists during the open-shop drive. The capitalists were bent on making the workers pay the cost of the war in lower wages and longer hours of work. The first step was to destroy the workers' organizations. The government gave all the aid in its power. Injunctions, courts and soldiers, Railway Labor Board legislation, Coal Commissions, the Daugherty injunction—all these helped to teach the industrial workers that the government, under a Republican or a Democratic administration, was their enemy.

Thus there has developed, side by side, a movement of the middle class and another movement of the poorer, exploited farmers and industrial workers, both directed against the old parties dominated by the big capitalists.

In Congress the middle class section of this movement expressed itself in the formation of the "progressive bloc" centering around Senator LaFollette. With the exception of Senators Shipstead and Johnson of Minnesota, who were elected by a Third Party calling itself by the name Farmer-Labor Party, the members of this "progressive bloc" are all still in the old parties. Their tactics in Congress and in relation to the old parties are typically middle class. They hesitate and vacillate. They dare not take a bold stand on any issue. They are afraid to break decisively with the old parties. They still have hopes that they may "reform" one of the old parties and become its leader.

It is from this group, particularly from LaFollette, Shipstead and Magnus Johnson, that has come the proposal to delay the May 30 Convention until after the old party conventions. They argue that after the Republican and Democratic parties have nominated their candidates there will be such disgust because of their candidates and platforms that the Third Party movement will sweep everything before it. Their hope is, however, that there will be no third party convention if it can be put off until after the old party conventions. They hope to sneak into one of the old parties, give it a "progressive" appearance and kill the movement for a class Farmer-Labor Party, or even for a Third Party.

The Conference for Progressive Political Action, while it came into existence under pressure of exploited farmers and industrial workers, is in the hands of reactionary labor leaders and leaders of organizations of well-to-do farmers. These leaders belong to the hesitating, vacillating middle class. At the St. Louis Convention this group, while considering the possibility of organizing a Third Party at the convention called for July 4 in Cleveland, still held to the lingering hope that one of the old parties would nominate a "progressive" whom it could endorse, and refused to go on record in a decisive manner for a new party. Should this group make the decision July 4 the party so organized would undoubtedly be a "Third Party" and not a class farmer-labor party.

The movement among the masses of exploited farmers and industrial workers has thus far found clear expression only in the organization of the Federated Farmer-Labor Party and in the organization of such local parties as the Buffalo and Los Angeles labor parties. Elsewhere, as in Minnesota, South Dakota, Montana and Washington it mixed with the Third Party movement. The degree of "third party" admixture varies. In Montana, South Dakota and Washington there is certainly less, and the parties are nearer being real class farmer-labor parties, than in Minnesota, although in the latter state the Farmer-Labor Federation, organized inside of the Farmer-Labor Party, expresses the class farmer-labor viewpoint.

At the Twin City Convention on May 30 and at the July 4 Convention in Cleveland all these currents will mix. Small business men, bankers, professional men, well-to-do farmers, poorer, exploited farmers and industrial workers are moving together toward independent political action. In the May 30 Convention the class farmer-labor elements will unquestionably dominate now that the July 4 Convention is called. In the July 4 Convention the Third Party element will be in power.

III.

What policy does a Communist party follow in such a situation? Does it say "it is a bad mess" and run away from it? Does it take the position that it cannot enter into a convention with small business men and well-to-do farmers, even though the poorer farmers and industrial workers are also there?

Not so the Workers Party. It is the declared policy of the Workers Party to send delegates to and participate in the May 30 Convention. It has launched a nation-wide campaign in support of the convention. It will use all its organization strength and its influence among the poorer farmers and industrial workers to secure such support for the convention as will cause it to be dominated by the class farmer-labor viewpoint and its candidates and platform to express that viewpoint.

The policy of the Workers Party is to develop, out of the present mixture of Third Party and Farmer-Labor Party movement, a class Farmer-Labor Party. It does not fear to fight with the middle class for leadership of the exploited farmers and industrial workers. It has clearly analysed the problem and is driving toward its goal.

There are those in our party who argue that, should we lose the fight through the formation of a party which is dominated by the middle class element, we must then desert the exploited farmers and industrial workers included in it, and thus preserve our purity as Communists. This policy of running away if we lose the first battle with the middle-class elements, is, however, not likely to be adopted. We must and will continue the fight. Our task will be to create a distinct organization of the exploited farmers and industrial workers and to prepare for the time when the great mass of exploited farmers and industrial workers will have learned by experience that they must stand erect on their own feet.

Third Party or Farmer-Labor Party? Our answer is a class Farmer-Labor Party. May 30 if we have the strength; if not May 30, ULTIMATELY.

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Simon Legree on the Night Shift

By Harrison George

HE DIDN'T look as though he belonged in a Chicago office. Over six feet tall, raw-boned, tawny-faced and with wide black Stetson hat set over straight dark hair, his own introduction was unnecessary to tell that he was from the Southwest. He had a certain air of resolution, due possibly to an ancestry more natural and noble than that of the Mayflower—the American Indian. For twenty-five years he crusaded for the old Socialist Party: he served time with the I. W. W. for having helped the Wobblies fight the Copper Trust in Arizona during the war. Having spent three years in prison with him, I could understand his action in taking to the soap-box on the streets of the cities of Oklahoma during a condition of civil war and attacking the Ku Klux Klan before crowds made up of armed partisans of the "Invisible Empire." His name is Stanley J. Clarke, and he was telling us about the Klan in Oklahoma. . .

"Fred Miller of the Open-Shop Division of the Oklahoma City Chamber of Commerce, and leader of the Klan, has just denounced the Organizer for the Workers Party, J. E. Snyder, and myself as trying to 'bring a soviet government by organizing against the Klan.' The Klan is the great immediate issue in Oklahoma. While it is true that the great social question is economic—and I have said so for twenty-five years—yet when there is a fellow waiting around the corner for me, with a mask on his face, a pot of tar and a black-snake whip, that fellow is an issue . . . !

"But of course 'ideas do not fall from heaven,' and the Klan beneath its obscure and varied immediate causes, has economic roots which are too complex to discuss briefly. 'White supremacy' doesn't want Negroes exterminated, but Negro labor intimidated; and as to the foreign-born, the Klan agrees with the Wall Street Journal which said—'We must keep the alien down—not out.'

"Klan economics in Oklahoma has two sides, however. The one which has furnished the sensational fight between the Governor that was—J. C. Walton—and the Klan, was in reality a fight between two capitalist groups over oil land leases from the state. I'll explain that before I take up the more important side of the Klan.

"Out of popular sight, but a factor in oil and politics is the state School Land Department, which leases oil-bearing school lands. Through a dummy 'independent' oil company the Standard Oil Company had leased more than a hundred sections of school land at fifty dollars a section and has monopolized the bulk of oil resources with many producing wells running by the ten thousand barrels a day. These leases are held by the Marland Oil Company.

"Not all independent companies are dummies for the Standard, and a powerful independent group began to fight to displace Governor Walton, who was holding down the state for the Standard. J. C. Wrightsman of Tulsa, a Standard Oil agent in politics, and the Marland Oil Company had contributed heavily to Walton's campaign fund. At Walton's impeachment trial it was proven that about $200,000 had been collected, that Walton's personal bank account swelled enormously while he was paying campaign expenses (!) and that he had been practically presented with a $40,000 mansion by President Marland of the Marland Oil Company.

"The independents began a fight on the Standard's control through popularizing a fight against Walton by the Klan. One of wealthiest men in Oklahoma and the biggest independent is William Gray of Tulsa. Gray is a relative of United States Senator Mayfield, elected by the Klan from its realm of Texas. With Fred Miller, Campbell Russell and C. G. Hill of the Open Shop Division of the Chamber of Commerce of Oklahoma City—all Klansmen—Gray began to put the Klan on an oil footing against Walton and Standard control. The Klan at once found Walton to be a menace to morality, good government and the independent oil operators, and began to advocate his impeachment.

"Walton foolishly thought he could stop the Klan's attack by agreeing to certain superficial 'moral' demands of the Klan. He had already signed the law, introduced by a Klansman, making it illegal to teach the materialist conception of history in Oklahoma schools. He joined the national organization of the Klan over the objection of the local Klan, affiliating directly to Atlanta. He conferred with the Klan at Muskogee and Ardmore and agreed that in return for Klan support he would remove "radicals" from school offices. He kept his word, removed some and publicly denounced all "radicals." But the Klan kept up the fight—breaking its promise. Walton then repudiated Klan membership and declared his spectacular war against the Klan in Oklahoma. It has ended with the Klan as victor. Walton is impeached and Ed. Trapp, a Klansman and an independent oil operator, was raised to the position of Governor.

"What the independents are going to do now, with the Standard Oil leases nailed down, is an open question. The Standard, knowing that Walton was doomed, hastily sent its spokesman, the blind Senator Gore, to tender the olive branch of compromise to the Klan legislature the day it convened to impeach Walton. The two groups will find an equilibrium and it will be a case of 'Oil's well.'

"Now, about the other side—the blacker and more significant side—the side of secret terrorization, which has sent some thousands of men to arms in a condition of civil war where the life of no one is safe.

"An organization known as the 'Commodity Marketing Association' is connected with the United States Chamber of Commerce through the Farm Bureau Federation. In California it calls itself the 'Orange Growers Association' or the 'Raisin Growers Association' according to the product grown. In the state of Oklahoma it calls itself the 'Cotton Growers Association,' the 'Broom-Corn Growers Association' and the 'Wheat Growers Association'—all supposedly separate combines of real farmers. Actually it is a close

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corporation with tentacles in every bank, and the banker forcing his farmer debtors to sign contracts with the Association selling his crop for five years, often at a price below that realizable by the farmer on the open market. Opposed to the Association is its organized class enemy, the Farm Labor Union of real farmers, with an actual co-operative marketing organization.

"The Klan in Oklahoma is on the side of the bankers and the Cotton Growers Association against the dirt farmer and the Farm Labor Union. It is naturally so, because the Klan organizes first the 'best citizens' of the village and city, who are of course the banker and merchant of the Chamber of Commerce. Thousands of atrocities, plain and fancy whippings, murder and mutilation have been committed to keep a subject class in a docile mood. That outrages were particularly directed against the tenant farmer is shown by the question asked by a Klan Senator from Muskogee County in debate on the so-called 'Bill to Unmask.' The question was, 'Do you know of any **freeholder** who has been intimidated by the Klan?' This 'Bill to unmask,' supposedly aimed at the Klan, actually legalizes its masks under an exception for 'religious ceremonies.'

"Thus the Klan, which in Texas posts a price for cotton-picking above which no picker, white or black, dare make demand, in Oklahoma forces on the working farmer the price set by the Cotton Growers Association. And this organization of Simon Legrees is protected in its crimes by the federal government, which is always blind to any white terror, foreign or domestic.

"One phase is at once peculiar and dangerous. The police forces of cities and towns, under control of local business men, are usually Klan; while sheriffs, elected by farmer votes in some counties, are anti-Klan. Each side arms its followers against the other, and a situation of civil war with the country against the city is a reality.

"The anti-Klan organizations arise spontaneously among the farmers, with Farm Labor Union members taking the lead. About 20,000 farmers were represented at the first state-wide anti-Klan organization convention. While Walton fought the Klan, Walton is no friend of the farmers—he left them holding the sack of promised reforms made at Shawnee. Likewise the Ameringer "socialists" who sold Walton stock to the farmers are not only in bad repute but are now trying to sell the 'Leader' newspaper plant to the Klan. The Oklahoma farmers have to make their own leadership or go with what there is of Oklahoma labor unionism into a class Farmer Labor Party."

"Well," I asked of Clark, "what ought good Communists do about it, anyhow?"

"You may find your answer to that question in Lenin's little book on the Dictatorship of the Proletariat," Clark replied, "where Lenin says 'The town invariably drags the country after it, and the country follows in the wake of the town. The question is, **which class** among the different classes of 'the town' shall drag the country after it, and what forms shall this leadership of the town take.'

"And if you want more specific direction," Clark added, "read the last letter of the Communist International to the Workers Party advising the Communists to point out that 'the illegal organizations of the capitalist class . . . especially the Ku Klux Klan and the American Legion, are products of the foresight of the capitalists, that they are, in other words, **the counter revolution organized in advance.**"



Don Brown

Ruhr Forges

SMOKELESS chimneys, tall and still,
Gape with black mouths to the sky;
Shop and furnace, shaft and mill,
Locked in somber silence lie;
Gloomy forges dumbly stare
On a desolate thoroughfare.

In the shops no sounding blow
Falls with swift and measured grace
On the waiting anvil's face;
Ponderous presses, row on row,
Mighty, massive, motionless,
Brood in sullen passiveness.

Hushed the mingled whir and clang,
Where the brawn-slung sledges rang,
As with fervent strength they beat
Shape to steel's reluctant heat
Now a hopeless quiet weighs
On the nights as on the days.

In the dismal, empty street
Ceaselessly the sentries go
Up and down, to and fro,
And with rifles ready meet
Looks of hate or hot despair
With a hostile, scornful air.

In the houses children cry,
Women weep, and life stalks by,
A monstrous, cruel, unjust thing.
Hideous and menacing.

Charles Oluf Olsen.

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William Gropper

"I just dare you."

Machine Man

"INCESSANT! Incessant! Incessant!"
Sobs the steam;
The exhaust-jets gleam
As they puff, puff, puff, puff,
Pair by pair,
In the sullen, smoke-streaked
Atmosphere;
And the head-saw's fiend-fanged scream
Comes cutting through the air.

In the mill where the pulley-wheels rumble and whirr
And the taut belts flare and whine
There is silence—silence that drones through the noise
A troublesome song in monotonous voice:
'You are mine! You are mine!
Every man in the mill
Is the slave of my will;
I fashion you all to one pattern of woe,
A dull, dreary pattern of woe."

Charles Olsen.

Eviction

THERE we have lain on weary nights, all through
The weary nights together, nights of dew
And those of doubt and nights when loud winds blew.

The corn husk mattress now is tied
And out the door they drag it, with the side
And head boards, pillows where last night you cried.

Who wants to buy at auction here a husk
Of corn and dreams like ivory, a tusk
Of moonlight through a window in the dusk?

Who wants the casters and the rusted springs,
Remembrance of a birth, a kiss? Queer things
In queer condition! (These a dollar brings).

And now the load moves off; with what small care
Our bed is loaded, high as movers dare,
Its legs absurdly sticking in the air.

Stirling Bowen.

The Titan

HE BUILT his cabin just below the rim
And old men tell great tales of him.
The trappers gathered here on winter nights,
Near the dark river overlooked by this unfriendy hill,
Where the wilderness washed up its waves of silence to his sill.
He was a black man with bold eyes and long red scar.
They tell about his courage in great fights.
His memory walks these hills like ancient Thor.

Now down a little sordid noisy street
Men with squirming souls traffic in steers and wheat.

Gwendolin Haste.

A Thought on Peace Conferences

I KNOW the smell of warfare in a trench
Where your best friend draws flies like new dropped dung,
I sicken yet when I recall the stench
Of bloating transport mules I've slept among,
And I have crouched in water that was green
With fetid gas, and prayed to God for night,
To hide the horror of strange objects seen
That still in dark were worse than any sight.

But not one poor, torn, rotting, putrid mass
That once was man who loved, laughed, questioned, swore,
And now is carrion under crawling grass
Turns me with loathing, as earth's lords of war
Who still, like grave worms, set themselves afresh
To batten on man's long enduring flesh.

G. B. Birrel.

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The Black Ten Millions

By Robert Minor

(Second Part.)

WHAT does the Negro in America require in order to escape his condition as an oppressed race? He requires:

Abolition of restrictions upon his right of residence; that is, abolition of "black-belt" segregation.

Abolition of distinction between Colored and white children in the schools; which distinction, with segregation, results not only in perpetuating race hatred, but also in the starvation of Negro schools.

Equal right to vote in the South.

The organization of millions of unorganized Negro wage-laborers in industry, in the same unions with white workers.

The organization of the Negro tenant farmers and share-farmers of the South to fight against peonage and other terrible hardships.

Abolition of laws in the Southern states which put the Negro on a sub-human plane, such as the laws against inter-marriage.

Abolition of the Jim Crow system on the railroads, in the parks, theatres, hotels, restaurants, and other public conveniences.

Drastic measures against lynching.

Drastic measures against the Ku Klux Klan.

Organized solidarity with the other groups of his oppressed race in other countries for common relief.

The Negro Sanhedrin.

How did the Negro fare in the supposedly great gathering of all Negro organizations, the Negro Sanhedrin Conference just closed in Chicago? All of the above questions were placed before the conference. The outcome of each was as follows:

When it came to the question of housing, it became evident that the Sanhedrin conference was heavily dominated by Negro business men. These men are theoretically in favor of the emancipation of their race. And they talk eloquently to this effect. But when Negro working people among the delegates, through a delegate representing the Workers Party, offered a resolution calling for legislation by which the black-belt residence district could be broken up and landlords compelled to rent living quarters at a fixed rental to the first comer regardless of color and independently of the landlord's will, this measure was killed because the Negro real-estate men make enormous profits by confining the Negro tenant to a given district and charging him from twenty per cent more to twice as much as is paid for similar residence by white persons. The Negro had to give up that demand in deference to the Negro real-estate men.

When approximately the same working-class elements supported a measure demanding the abolition of separate schools for white and Colored children, on the ground that such separation is but the preparation for a future life of segregation, a Negro school-teacher from Virginia arose and protested excitedly against committing the Sanhedrin to such a measure. The very evident and scarcely concealed reason was that he was doing very well in a good job; since he profited by segregation of the Negro race in schools the Negro must remain segregated.

The Sanhedrin conference was slightly besprinkled with Negro employment agents connected with the white chambers of commerce. So the Sanhedrin flatly and cold-bloodedly rejected the proposal to organize the millions of Negro industrial workers and confined their expression to mild and meaningless phrase about equality in the labor unions for such negro wage-workers as are already organized.

When it came to the question of treating the Negro as a human being before the law in the most intimate phase of life, the phase of marriage—of course, everyone agreed that the black and the white race have always mixed and are now mixing, and that laws against inter-marriage are merely laws protecting the Southern white man in illicit sexual practices. But when the working-class delegates, through the Workers Party delegation, offered a motion demanding the abolition of the laws against inter-marriage,—it turned out that so many of the gentlemen and ladies present had to cater to the good-will of white philanthropists that the Sanhedrin conference had to give up any idea of demanding equality in law respecting marriage.

Every suggestion of organizing the millions of black tenant-farmers and share-farmers who live in virtual peonage in the South was too offensive to the well-dressed business-men and women, so the plan to organize the Negro tenant and share-farmers had to be dropped in favor of a meaningless phrase.

A vigorous resolution for organized protection against the Ku Klux Klan, introduced by the (working class) African Blood Brotherhood, was coldly rejected.

In short, nearly every measure that the Black Ten Millions require ran headlong into one vested interest or another of the Negro bourgeoisie, and expired, leaving this "All-Race" conference of American Negroes on record practically for the preservation of the present condition of the Negro.

Why? Because in this conference the Negro business man and society lady undertook to be the spokesmen of their people. And the Black Ten Millions have, to a certain extent, consented to let them be the spokesmen. The Negro in America is more or less proud of his bourgeoisie, or thinks he is; he has been trained to think, and he is now being propagandized to think that to have a class of prosperous, well-dressed, limousine-riding members of his race, is somehow to get out of the wilderness of oppression. The outcome of this conference ought to be a flash of light to the toiling, suffering black millions: the Negro bourgeoisie is allied, hopelessly tied up with the white bourgeoisie; the white bourgeoisie ruled the Sanhedrin Conference through its allies, the Negro bourgeoisie.

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In referring to the "Negro bourgeoisie," however, it must be remebered that it is, correctly speaking, a petty bourgeoisie, subject to wavering between the capitalist and working classes, as was shown by the strong response to speeches of the African Blood Brotherhood and Workers Party delegates.

Mass Organization.

But there is much more to the Negro movement than appeared at this gathering. The great, silent millions who had so few champions there, have not been left untouched by the World War. The stirring of the Black Waters in 1917 started a new spring to flowing—the spring of mass-organization. Many important Negro organizations exist and have existed for a long time. But none of them were mass-organizations.

The close of the war-period brought a new phenomenon —hundreds of thousands closely organized on a program of militant activity for race emancipation. The new phenomenon took place under the fantastic leadership of Marcus Garvey.

The biggest and most remarkable of all Negro organizations, the followers of Marcus Garvey, refused to be represented in the Sanhedrin. This is much to be regretted. One may laugh at this self-styled "Emperor of Africa" and point out the hollowness of his program to "redeem the Ancient Kingdom of Ethiopia" by reconquering Africa for the Negro. Garvey may be what his critics call him: a windbag and self-seeker. But that does not close the question, for this writer. For the fact remains that **Garvey organized four hundred thousand Negroes**—the first compact mass organization of the race ever formed in the world.

Seven years ago this lone Negro landed in the United States from Jamaica, to proselytize for the "Universal Negro Improvement Association," which he had formed in Jamaica in 1914. There is a curious prejudice between Jamaica Negroes and American Negroes. Yet Garvey in five years destroyed the tradition that the American Negro masses cannot be organized. He organized nearly half a million active, dues-paying members (he claimed four million members) on a basis of militant race-consciousness. Race-consciousness in a dominant race takes the form of race arrogance, and we are accustomed to despise it as reactionary (which it is). But race-consciousness in a people just emerged from slavery and still spurned as an inferior people—may be, and in this case is, **revolutionary.** True, Garvey is a Bolshevik-baiter. True, he might be called a "monarchist" since he set himself up as the "Negro King." He may yet be an instrument of the worst reaction and of ruin to his people, as indicated by his advice to them not to oppose the Ku Klux Klan, and by his recent concession to "white supremacy."

But Garvey's Universal Negro Improvement Association is a mass organization of four hundred thousand race-conscious Negroes, brought together on the basis of determination to throw off the remaining traces of slavery. **Such a phenomenon cannot occur without revolutionary effect,** no matter what its declaration of aims may be.

Garvey's organization fiercely proclaims itself to be a submissive, docile, anti-Bolshevik, reactionary organization. It tries to be. But look over the spontaneous, classic cry of the Black Spartacus that rings through its fifty-four articles of faith adopted in its 1920 convention:

> . . . 2. That we believe in the supreme authority of our race in all things racial: that all things are created and given to man as a common possession: that there should be an equitable distribution and apportionment of all such things, and in consideration of the fact that as a race we are now deprived of those things that are morally and legally ours, we believed it right that all such things should be acquired and held by whatsoever means possible . . .
>
> 7. We believe that any law or practice that tends to deprive any African of his land or the privileges of free citizenship within his country is unjust and immoral, and no native should respect any such law or practice.
>
> 8. . . . there should be no obligation on the part of the Negro to obey the levy of a tax by any law-making body from which he is excluded and denied representation on account of his race and color.
>
> 9. We believe that any law especially directed against the Negro to his detriment and singling him out because of his race or color is unfair and immoral, and should not be respected . . .
>
> 12. We believe that the Negro should adopt every means to protect himself against barbarous practices inflicted upon him because of color. . . .
>
> 16. We believe all men should live in peace one with the other, but when races and nations provoke the ire of other races and nations by attempting to infringe upon their rights, war becomes inevitable, and the attempt in any way to free one's self or protect one's rights or heritage becomes justifiable.
>
> 17. Whereas, the lynching, by burning, hanging or any other means, of human beings is a barbarous practice, and a shame and disgrace to civilization, we therefore declare any country guilty of such atrocities outside the pale of civilization. . . .
>
> 38. We demand complete control of our social institutions without interference by any alien race or races. . . .
>
> 45. Be it further resolved that we as a race of people declare the League of Nations null and void as far as the Negro is concerned, in that it seeks to deprive Negroes of their liberty. . . .
>
> 47. We declare that no Negro shall engage himself in battle for any alien race without first obtaining the consent of the leader of the Negro people of the world, except in a matter of national self-defense.

Which Way?

On what road lies the Negro's way to freedom? Can the Negro obtain free admission into the white bourgeois class, while a society of class superiority and class inferiority continues to exist?

Of course it is "theoretically" possible that with the retention of an upper and a lower class, the more prosperous Negro might be admitted to the upper class. But in hard reality:

1. Those Negroes who in spite of all handicaps accumulate property, are not admitted to terms of equality with the white bourgeoisie.

2. In the struggle (inevitable and now going on) between the capitalist class and the working class, the capitalist class never fails to stimulate and use every possible race prejudice—one of its chief means of dividing the adversary-class. Never a strike occurs in a big industry employing several nationalities of labor, but the employers strain every device for awakening jealousies and suspicions between the nationalities. The basic industries of America habitually and systematically choose several nationalities for employment in each plant, thus to prevent cohesion. The flames of race-hatred between the blacks and the whites can be made to burn to ashes any labor-solidarity when the employer's provocateur sets the match. This has been proven again and again with wearying repetition, in the great steel strike, the packing-house strikes, railroad shopmen's strike and countless others.

The capitalist class cannot forego the powerful weapon of race-division in its sharp struggle to divide and conquer

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labor. Those who would retain the division of society into an upper and a lower class, must and will retain race prejudice and the present "white supremacy" as sacred American institutions. Taking the facts as they are: In a class society the Negro will inevitably be used as bait for race-hatred in the waters of class conflict.

The Republican Party Goes Over to "White Supremacy"

The old, sentimental tradition to the effect that the Republican party seeks the freedom of the Negro is being exploded. Since 1875 the tradition has been a lie. Since the World War it has become a farce.

Capitalist interests have depended upon using alternately the Republican and Democratic parties. In those seasons when circumstances compelled their backing the Republican party, they found it embarrassing that the Solid White South voted always and automatically the Democratic ticket. With the Republican party black, there was no two-party system in the South. ..Yet the South is fixed in "white supremacy." To be able to swing the South at will either to the Republican party or to the Democratic party, the capitalist interests had to make the Republican party acceptable to the southern white man. To get the white vote, the semi-disfranchised and therefore half-useless Negro has to be disowned. So we see the Republican Party in a "Lily-White" movement in Virginia, Georgia and Maryland, notably, and in other southern states to a less degree. In Virginia the leading Republican politicians have declared in principle against the holding of office by Negroes, but generously granting that the Negro should still have the right to vote for white candidates. In Louisville, Kentucky, the Republican political leaders adopted the practice of excluding Negroes from republican nomination; and the Negroes retaliated by putting up an all-Negro ticket for municipal offices.

In October, 1921, President Harding tried to draw the "white supremacy" vote toward the Republican party. He made a speech attuned to "white supremacy." With a little carefully applied salve for the Negroes along the conventional lines of ambiguity, Harding committed himself and his party as "uncompromisingly against every suggestion of social equality"—which, as far as it means anything, means every form of right that anyone may want to deprive the Negro of. To rid the Republican party of the black stigma to Southern white eyes, he even suggested that the (voteless) Alabama Negro ought sometimes to "vote for Democratic candidates"! And Mr. Coolidge in his turn appointed Slemp—whom the Negroes call "Lily-White Slemp"—to be his secretary-for-Southern-vote-catching.

The Negro started his American career in the class of "hewers of wood and drawers of water." He is there now. It is to the interest of the ruling class to keep him there, and at the same time to keep him divided from the other "hewers of wood and drawers of water"—the white working class—by fanning the flames of race prejudice. It is to the interest of all hewers of wood and drawers of water —white and black—to overcome race prejudice and to come together.

The Negro's fate in America lies in the labor movement, and there it is bound up with the exponents of the new order—the "radicals"—those who are fighting against the skilled labor caste system and broadening the labor movement out to the vast millions equally.

But the Negro's fate is a **political** question. Again we say the Negro cannot free himself from lower-class status, nor from the race-hatreds utilized to preserve the class system, until he helps to overthrow the class system. To get out of the exploited class, the Negro must abolish the exploited class.

Where Are the Negro's Allies?

To discover the forces that are ready to join hands with the Negro for his emancipation, for his equality without reservation or evasion, it would be well to compare the utterances of the American Negro bourgeoisie and intellectuals with the utterances of the Communist International. The last Congress of the Communist International adopted a drastic program for the solution of the Negro's problem, both in America and internationally, and the following are extracts from its decisions:

"(3) It is with intense pride that the Communist International sees the exploited Negro workers resist the attacks of the exploiter, for the enemy of his race and the enemy of the white workers is one and the same—Capitalism and Imperialism. The international struggle of the Negro race is a struggle against Capitalism and Imperialism. It is on the basis of this struggle that the world Negro movement must be organized. In America, as the centre of Negro culture and the crystallization of Negro protest; in Africa, the reservoir of human labor for the further development of capitalism; in Central America (Costa Rica, Guatemala, Colombia, Nicaragua and other "independent" republics), where American imperialism dominates in Porto Rico, Haiti, Santo Domingo and other islands washed by the waters of the Carribean, where the brutal treatment of our black fellow-men by the American occupation has aroused the protest of the conscious Negro and the revolutionary white workers everywhere; in South Africa and the Congo, where the growing industrialization of the Negro population has resulted in various forms of uprisings; in East Africa, where the recent penetration of world capital is stirring the native populations into an active opposition to imperialism, in all these centers the Negro movement must be organized . . ."

"(6) 1. The Fourth Congress recognizes the necessity of supporting every form of Negro movement which tends to undermine or weaken capitalism or imperialism or to impede its further penetration.

"2. The Communist International will fight for race equality of the Negro with the white people, as well as for equal wages and political and social rights.

"3. The Communist International will use every instrument within its control to compel the trade-unions to admit Negro workers to membership or, where the nominal right to join exists, to agitate for a special campaign to draw them into the unions. Failing in this, it will organize the Negroes into unions of their own and specially apply the United Front tactic to compel admission to the unions of the white men.

"4. The Communist International will take immediate steps to hold a general Negro Conference or Congress in Moscow."

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Maurice Becker

Finale

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The Present Situation in the Communist Party of Germany.

By A. Thalheimer.

THE retreat which the German working class began in October and the difference between the tense expectations and preparations of the Party and the actual course of events has naturally not failed to produce certain reactions in our German Communist Party. These reactions found expression in a temporary reduction of activity which found its ideological expression in the cry, "All or nothing." That is, since the deciding struggle could not be carried out, a strong feeling of hesitation grew up against entering upon the organization of those minor actions which were necessary and possible. This reduced activity became temporarily noticeable in the neglect of the elementary tasks which were laid upon the party by its relegation into illegality and the reprisals of Fascism. Examples of this were the distribution of illegal literature, placards, small posters, the carrying out of illegal propaganda and the other preparations of minor actions. One can say that this condition has been for the most part overcome and that the greater part of the party is taking up the tasks of the present with earnestness and eagerness. Thus for example in Berlin the circulation of illegal literature has been successfully raised from 5,000 to 20,000 copies three times a week within a few weeks. A corresponding increase in the activity of the party is visible in the other districts. In the matter of organization, the complete illegalizing of the party has not caused the difficulties which our opponents expected. Benefitting by the experience of the old guard of Communism in Germany, the Party has been able to adapt itself to this illegal work in a thousand ways. The chief organization work of the party in the present moment is to transfer the focus of the party efforts into the workshops and especially into the party cells there. This work is now being carried out. It is rendered more difficult by the fact that unemployment and short time have affected the members of the party very severely. The employers have made use of the opportunity to "purify" their works of Communists. However, the party has also found methods of organization to meet this situation. The numerous arrests of members of the party have left practically no gaps which it was not possible to fill up at once. In this respect the members of the party have shown a wonderful tenacity and self-sacrifice which disperses any doubt as to whether the long period of legal work has caused the party to lose something of its revolutionary character. Naturally shortcomings show themselves everywhere which, however, are unavoidable in a task of such gigantic proportions. Loss of members on a large scale has not taken place. For the present however, the transfer of members from the German Social Democratic Party is a movement of individuals.

In the domestic politics of the party there are at present three chief currents. The party debates centre themselves around two chief questions: 1. The cause of the October defeat; 2. the general prospects of the revolution in Germany. As to the present tasks, a wide-reaching unity exists in the party. These debates have led to the laying down of theses by the various groups which will shortly be made accessible to the members of the party.

The group that has so far led within the executive held the view that the reasons for the October defeat are to be found first of all in objective circumstances. It sees the chief cause in the hindering power of the Social Democrats and the yellow trade unions which was underestimated by us. The experiences in Saxony, Thuringia, and also in Hamburg show not only that the Left Social Democratic leaders were not prepared to fight for the defence of bourgeois democracy against Fascism, but that the same held good in the case of the majority of the Left Social Democratic workers. As a result of this it was impossible to fight the deciding struggle in October. With a divided front in the forces of labor and an insufficient technical preparation, it would inevitably have led to a shattering defeat of the party. As to the party, it recognizes that in the preparations there were a number of mistakes and weaknesses, both political and structural, which, without exception, can be traced back to one fundamental fact: the over-estimation of the speed of the revolution, the over-estimation of our own strength and the under-estimation of the strength of the opponent, above all the hindering power of the Social Democrats and the Amsterdam trade unions. At present the chief task is to call a halt to the retreat of the workers which is proceeding almost without any effort at resistance, and, at every point where the offensive begins, to attempt to build up centres of resistance through the party and to rally the workers around these centres. In the question of the revolutionary prospective, this group is of the opinion that none of the fundamental political or economic questions in Germany can be solved by the Junker-industrial military dictatorship, that the situation still remains objectively revolutionary as it was before, and that the class differences must become more intense. On the other hand this group sees no possibility at present to say at what rate this new sharpening will proceed, and what form it will take in its details. Certainly the party is an essential factor, but it is not the only one.

The group which up to the present has been the Left wing of the party considers the real causes of the October defeat and the revolutionary prospect to be quite different. It supports the view that the party should have accepted a decisive battle in October even at the risk of a defeat. In the October retreat it does not see a result of the relative strength, but an essential breaking down of the party and especially of the party staff. As a result, this group demands that the leadership of the party shall be placed in the hands of the Left. That the transition to minor actions has come up against considerable hindrances within the party is to be attributed in a large measure to

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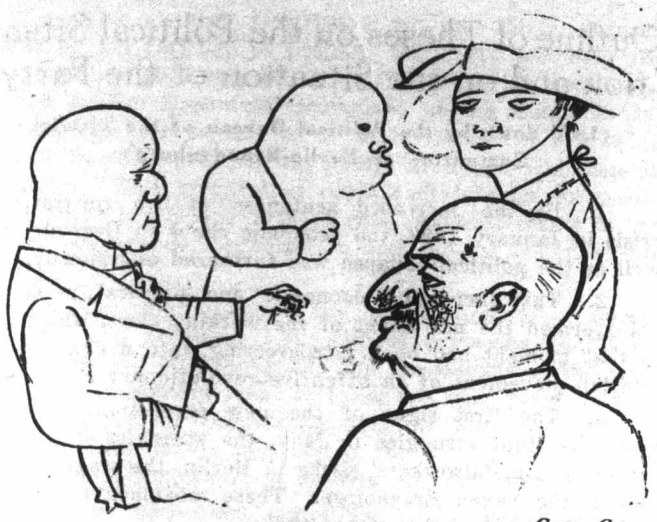

Georg Grosz

Profiteers

the effects of this view. In respect to the present task this group lays the chief emphasis upon the propaganda of the final objectives of the dictatorship of the proletariat and Socialism. This tendency within the party is to a certain extent emotionally directed, in a large measure by those sections within the working class, the unemployed and short-time workers, who as a result of their situation tend to overlook the objective difficulties of the path of revolution. The revolutionary prospective presented by this group states that within a very short time the situation will once more sharpen into a decisive struggle.

Between the two groups there is a middle group which chiefly criticizes the fact that the October retreat took place without sufficienty making use of the possibilities of minor struggles, and who tend to find the causes of the retreat chiefly in subjective mistakes of the party. It is difficult to give the views of this group clearly, as they are not a unit, and it is in the nature of a middle group to unite contradictory elements. Both in the Left and Middle groups there is a disposition, in the same way as after the March Action, to neglect the analysis of the objective situation and the consideration of the role of the party in connection with the strength of the other chief factors. These groups also feel that they can now say with certainty that as early as in the next few months the basis for extensive mass struggles will be present.

In our opinion the debates which are now taking place within the party are unavoidable and they will prove fruitful for clearing up the methods of the revolutionary struggle in German conditions. The process of the proletarian revolution in Germany is not simply a weak imitation of the Russian revolution, and so we must simply regard it as a sign of health that the party is endeavoring in all earnestness, by its own efforts to draw lessons for the future from the experience that it has had. In spite of all the sharpness of the debate it is certain beyond all doubt, that the overwhelming majority of the party will not tolerate any shaking of the unity of the party.

(See Theses of Thalheimer and Brandler in next column.)

Theses on the October Defeat and on the Present Situation.

By A. THALHEIMER and H. BRANDLER

1. On the October Defeat.

1. The October retreat was unavoidable and justified.

2. The fundamental causes of the October defeat are of an objective nature and are not due to **essential** tactical mistakes on the part of the Communist Party of Germany. The decisive cause is the influence of the Social Democratic Party still being too strong and hampering. The majority of the working class was **no longer** ready to fight for the November Democracy, from which it no longer derived any material advantage, and was **not yet** ready to fight for the Soviet Dictatorship and for Socialism.

Or in other words: the majority of the working class was not yet won over for Communism.

3. The mistake, common to the Executive Committee of the Communist International as well to the Central Committee of the Communist Party of Germany, was the false estimation of the proportion of forces within the working class between the Social Democratic Party and Communist Party.

The Communist Party of Germany adopted a critical attitude in this respect towards the Executive Committee of the Communist International, but was not energetic enough. The Executive Committee of the Communist International has not attached sufficient importance to this criticism.

4. The consequences of this false estimation of the proportion of forces were:

a—The fixing of too early a date for the final struggle.

b—Neglect of the partial struggles and of the political preparation.

c—As a result of the lack of connection between the political and the technical preparations, the military-technical preparations also suffered.

5. Defects of a second and third category were:

a—In Saxony and Thuringia insufficient exploitation of the given positions in regard to disintegration of the Social Democratic Party, attracting Social Democratic workers into the Communist Party as well as to organizing military defense.

b—Clumsiness in the organizational adaptation of the Party for the task of civil war.

6. All these mistakes and defects do not **essentially** alter the fundamental relationship of forces between the bourgeoisie and the working class.

II. On the Present Situation.

1. The military dictatorship of Seeckt bases itself socially on heavy industry and the great agrarians. It tries to subordinate the independent movement of the middle classes (petty bourgeois Fascism), partly by concessions and partly by repressions. It attempts to retain and to deepen the division of the working class into fractions, on the one hand by maintaining the appearance of bourgeois democracy and thereby winning over the Social Democrats as defense troops, and on the other hand by repressions against the Communist Party.

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2. The duration of the military dictatorship depends upon:

a—The possibility of re-establishing a temporary economic equilibrium by increased exploitation of the working class and of the middle classes, by reduction of expenditure, and by requisite payment of taxes by the possessing classes. The first two measures are possible owing to the present conditions of power, the last is problematical and will be decisive.

b—The pace of winning over the majority of the workers for Communism and disintegrating and neutralizing the middle classes.

3. The pace of the renewed objective aggravation of the situation cannot yet be estimated. At all events a general sharpening of the class antagonisms and struggles must be expected.

4. The rate of winning over of the majority of the workers for Communism depends upon the Communist Party of Germany. All forces are to be concentrated on the political and organizational liquidation of the Socialist Party of Germany.

5. The political platform of this liquidation is:

Negative: destruction of the democratic and social-reformist illusions.

Positive: winning over of the workers for the struggle for the proletarian dictatorship and for socialism.

6. With this work of propagation of principles and criticism there must be combined political, economic and military partial struggles. The decisive struggle is the culmination and the resultant of these partial struggles.

7. The **next** task: obtaining liberty of movement (in the streets etc.) by revolutionary mass action (at first by peaceful and armed demonstrations, strikes, armed and protected meetings etc.).

8. Transference of the organizational centre of gravity into the shop nuclei.

9. Increasing the activity and discipline in the Party. Elimination of passive elements from the Party, at the same time closer connections with the broad masses.

Session of the Enlarged Executive of the Communist International, folowed by a Special Conference of the Communist Party of Germany.

(See the Theses of the Left Wing in next column.)



Georg Grosz

Cafe of the Schiebers

Outline of Theses on the Political Situation and on the Situation of the Party

(Laid down by the Political Bureau of the District Committee of Berlin-Brandenburg)

1. By the increased acuteness of the reparations crisis in January 1923, the economic chaos in Germany as well as the political collapse was furthered enormously.

2. This increasing economic and political pressure transformed the movement of the working class, which up to that moment had been retrogressing, into a rising proletarian movement of an offensive revolutionary character.

3. The first signs of the new revolutionary wave were the Ruhr struggles in May, the struggles in Upper Silesia, the metalworkers' strike in Berlin, the wage struggles in the Saxon Erzgebirge. These movements reached their culmination in the Cuno strike.

4. The significance of the Cuno strike lay in the following: The workers started with economic demands (note printers' strike, inflation crisis), and in the movement itself the strike assumed a sharpened political character (Berlin shop council refused to fight for ecomonic demands and opened up the question of the government!). The Cuno strike revived and stimulated the forces of the proletariat and frightened and disintegrated the bourgeoisie. After the Cuno strike the bourgeoisie stood in fear of the "second revolution," the strata of the rural and of the urban petty bourgeoisie began frankly sympathizing with the working class and with the Communist Party. The objective conditions of Germany between the August strike and the October events had become ripe for the seizing of power by the proletariat.

5. **Thus the Executive Committee of the Communist International was perfectly right when in October 1923 it ordered the Communist Party of Germany to prepare for the final struggle.**

This fight could eventually have been introduced by a series of partial struggles, but it was the duty of the Party to enter the struggle in this historical situation with all its forces and to bring on a decisive battle between the bourgeoisie and the proletariat. The chances for a victory of the Communist Party in October were very great. **But the Communist Party ought to have ventured on this struggle even with the risk of a defeat which would have created good revolutionary traditions among the proletariat in favor of the Communists and thus would have prepared for victory.** The best proof for the truth of this statement is the Hamburg struggle, which has been of very good service in enhancing the reputation of the Communist Party among the Hamburg workers.

6. The retreat of the Communist Party of Germany without any struggle in October, rendered easy the victory of heavy industry and demoralized and depressed huge portions of the proletariat. Confusion was also carried into the ranks of the Party itself, which confusion up to the present has not been eliminated (the Communist Party had promised to prevent Fascism from being victorious etc. etc.).

7. The causes of the October collapse of the Communist Party in Germany are as follows:

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a—The Central Committee of the Party refused right up till October to prepare the Party members for the final struggle and did so only after having been compelled by the Executive Committee of the Comunist International. (Prospects of a Government of left wing Social Democrats consisting purely of Trade Unionists in August). This preparation could therefore be done only very superficially and without real, practical effect in the press, propaganda, organization and general policy of the Party.

b—The limitation of the preparation to a purely military and technical one, without preparing the party politically and by propaganda for the slogans of the final struggle, in addition to which there had been practically no military technical preparations since the March Action; this neglect could not be remedied in the short period between the October Conference at Moscow and the decisive events.

c—The revisionist united front tactics and the alliance with the left wing of the Social Democratic Party, which was exhibited in its extremest form in Saxony and Thuringia. The Party had, by its tactics, rendered the left wing Socialist Democratic Party more popular among the working class than ever. The Communist Party had, by its years of united front tactics, created among the Communists themselves the sentiment of weakness and the prejudice that struggles, especially decisive ones, could only be risked in an alliance with the Social Democratic Party. (Theory of bringing over the Social Democratic Party from the left wing of the bourgeoisie to the right wing of the working class!)

d—Particularly, by its constant propaganda of the transition slogans within the frames of democracy and of the constitution (seizure of real values, Workers' Government!), the Party had neglected to keep alive the Communist program among the large masses. The most serious thing is that the Party did not correct this mistake even after the May struggles in the Ruhr district, not even after the Cuno strike, and in fact not even after the October defeat, and that right up to the October Conference at Moscow it obstinately clung to the theory and practice of gradualism.

From the theory and practice of the transition demands there resulted the concentration of the work of the Party majority in certain districts, where it was possible to proceed along with the left Social Democrats (Saxony and Thuringia!) and the neglect of other important fighting positions of the German proletariat, especially of the Ruhr district and of the Ruhr problem. (The Leipzig Party Congress did not deal in a specific manner with the Ruhr occupation!)

e—From the theory of the transitory demands, from the practice of proceeding along with the Social Democrats there arises the bitter struggle of the Party majority against the left wing of the Party, the organizational and personal effects of which have contributed to the inner weakening of the Communist Party.

8. The Enlarged Central Committee (Zentralausschluss) which held its conference after the October events, neglected to deal with all the problems pending in the Party. Since then, the crisis in the working class and in the Party has increased. The German working class has surrendered the eight hour day to the employers without any fight, largely owing to the fault of the Communist Party of Germany. The Ruhr district is in a process of separation from Germany, the Micum negotiations will be followed in the next few weeks by official negotiations between the Governments. The dictatorship of the white generals brings hundreds of proletarians under preventative arrest and into prison, without the workers defending themselves with sufficient energy. After a period of rising revolutionary tendencies within the proletariat, before and after the Cuno strike, we have arrived now at a period of dejection and depression.

9. The international crisis and the crisis of German capital will bring a series of new acute aggravations in the next months.* The Communist Party of Germany must not meet with a second "German October" if it is not to lose all its prestige as a revolutionary party among the masses. A clear pronouncement on the mistakes committed, **a final settlement with the revisionists within its own ranks, rupture with the theoreticians and practisers or gradualism** and the quickest knitting together of all forces of the Party for illegal work must be carried out at once. Every week of further delay in this process of clarification renders the situation of the Party still worse and damages its fighting capacity.

10. Starting from the summing up of the October defeat, the Party must create a program of action. The most important points of the work in the next months are as follows:

a—Adaptation of the Party for the struggle for power, political, organizational, military and technical.

b—Stirring, concrete, immediate propaganda for the Dictatorship of the Proletariat. (The Party must show, in its daily agitation, how the white dictatorship is settling the problems of the proletariat and how the red dictatorship is to settle them.)

c—Propaganda of socialization. (Program of salvation, enraging propaganda against the big trusts and concerns. There must be started against the thirty or forty heavy industrialists, the same enraging propaganda as against Seeckt, Ludendorff and Hitler, even in a more concentrated manner. We must demonstrate to the largest masses, who is actually retaining the power and how the connection between the government apparatus and heavy industry is working).

d—Extension of the factory council movement into a political one, making use of the factory council movement for preparing the political Workers' Councils. Tireless propaganda for the proletarian councils as a pre-condition of proletarian dictatorship (control committees).

e—Working amongst the unemployed in connection with the factory councils, creating councils of the unemployed.

f—Provoking struggles for the eight hour day against the Special Courts, under the leadership of the Communist Party and of the factory councils.

g—Complete rupture with the right and left wings of the Social Democratic Party, in theory as well as in practice, strongest fight against the Social Democratic Party

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* *Regarding this point detailed theses will follow.*

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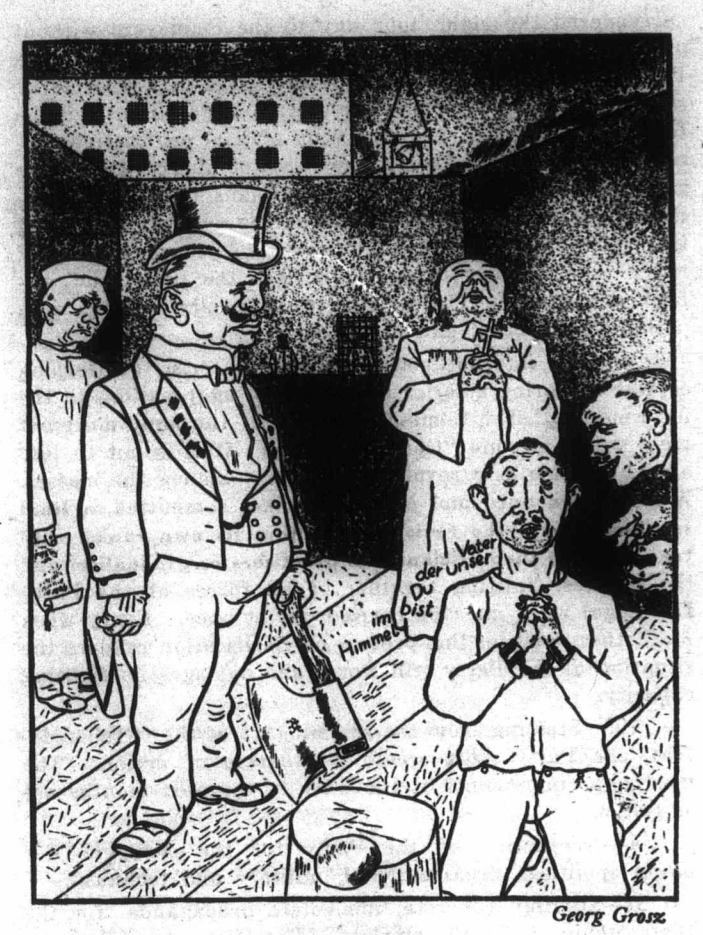

Georg Grosz

The Republic

and against the Trade Union bureaucrats within and without the Trade Unions.

h—Intensified working for the Communist program amongst the peasants, agricultural laborers, middle classes, officials and intellectuals.

11. For reorganizing the Party there is necessary:

a—Reduction of the Central Committee to nine men, reduction of the central apparatus to one tenth, elimination of the right wing from the leadership. Vital connection of the Communist Party with the political work of the districts.

b—Liquidation of the fight against the left wing on the part of the Party majority, by a common fight of the Party center and of the Party left wing against the Party right wing.

c—Convocation of a session of the Enlarged Executive Committe of the Communist International not later than in January.

d—Convocation of a Party Congress not later than in February.

* * *

This outline is only intended to serve as a basis for discussion; the detailed theses will be published later.

(See the Theses of the majority of the Central Committee in the next column)

Theses on the Tactics of the October Retreat and on the Next Tasks of the C. P. of Germany.

(Elaborated and laid down by order of the majority of the Central Committee of the Communist Party of Germany.)

I.

The Situation before the October Events.

THE political situation in Germany before and during the October events was objectively revolutionary in the highest degree. The November republic was completely exhausted by the international complications of Germany resulting from the liquidation of the Ruhr adventure, by the rapid economic decay and by the increasing class antagonisms. Civil war seemed unavoidable. The Coalition parties hastened to do away with the democratic form of state through fear of the imminent proletarian revolution. They surrendered power to the Fascist generals, in order to save the bourgeois society and the capitalist form of ownership from the proletarian dictatorship. The Social Democratic Party of Germany including all tendencies, was a helper and an accomplice of the White Dictatorship, which alone could still save the domination of the great bourgeoisie.

II.

Mistakes of Preparation and of Strategy.

The retreat of the party in the October struggles is to be explained not only by organizational, military or technical defects, nor by the unfavorable general proportion of forces, which was far more unfavorable when the Party adopted its measures for struggle than in the decisive month, but before all by the mistakes in regard to the tactical and strategical attitude of the party in the struggle for winning over the majority of the proletariat, which was the first premise for success. These mistakes were the result of a false valuation of the Party's role in these struggles. The main mistakes to be recorded are the following:

a—The Party did not perceive at the right time the importance of the great proletarian mass struggles in the Ruhr District and in Upper Silesia, and of the Cuno strike, and hence it did not change its position accordingly. These struggles were clear signs of increasing vigor and desire to fight on the part of the German proletariat.

b—The Party, furthermore, began its preparation for an armed uprising, not at the same time as it declared the dissolution of democracy (Cuno epoch and Ruhr occupation), but only immediately before the coming of the White Dictatorship, from which resulted the feverish, eleventh hour preparation for the military struggles and the feeble arming of the workers in the decisive days.

c—The Party tried to delay elementary mass movements before the October events up to the "final stroke" and thereby hindered mass movements, instead of furthering them. The press and the united front organs were utilized too little for preparing the struggle politically and for engaging in it. As a result, the struggle was taken up almost entirely as a struggle of the Party and not as a united struggle of the proletariat; the Party failed to connect its final aim, Dictatorship of the Proletariat, closely with the transition demands and with the partial struggles.

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d—The Party has misjudged the role and the character of the left Social Democratic party leaders and has allowed the rise within the ranks of the Party of the illusion that these leaders would fight together with the proletarian vanguard.

e—In the governments of single states, the Party has not sufficiently utilized for strategic position for mobilizing the masses for organized resistance.

f—The cardinal mistake of the strategic attitude was, however, the Party's preparing itself exclusively for a "final struggle" for obtaining political power, and its rejection and prevention of partial struggles, struggles with partial demands and with less aggressive means and methods of struggle.

g—Following on this cardinal mistake, there was constructed an abstract calculation of the proportion of forces, without knowing or having examined the real proportions of forces. The examination of the proportion of forces and the determination of the date of final struggle can only be calculated and fixed by following these struggles themselves. This false theoretical strategy led to the evasion of any fight.

h—Finally, in the days decisive for the Party, the importance of the number of arms was generally overestimated, while the enormous subjective force and the readiness of the proletarian vanguard to offer sacrifices (lessons of the Hamburg struggles) were generally undervalued.

i—The fixed determination only to pass from the defence of the position in Central Germany to the final struggle, was false. As a consequence, after the White troops entered Central Germany, a great disorientation took place.

III.

The Role of the Party in the October Crisis.

The Party mobilized resistance against the attack of the White Dictatorship with all the forces and means at its disposal. In the decisive moment, however, after the enemy had engaged in the most violent offensive, it evaded this struggle. This abdication without struggle made the masses confused, weakened confidence in the revolutionary leadership of the proletariat, lessened the great sympathies existing for the Communist movement, strengthened the vigor and the self-confidence of the enemy, hindered disintegration and derangement within the ranks of the White bands, and thus in an objectively revolutionary period, made more difficult the future struggles of the proletariat. The retreat of the Party during and after the Chemnitz Conference resulted from the great mistakes in the preparations for the final struggle mentioned above.

The retreat without struggle was false, because:

a—The Party and the active portion of the proletariat, being ready for the final struggle, did not understand the surrender of the positions in Central Germany without a struggle and did not comprehend the necessity of this retreat.

b—Among the hesitant and those portions of the proletariat and the impoverished middle strata sympathizing with the Communist Party of Germany, confidence in the revolutionary solution of the economic, political and national problems by the Party was weakened.

IV.

Perspectives of the Revolutionary Development.

The question put on the order of the day within the Party after the October defeat: a revolutionary rise or a deep decline of the revolutionary wave? can only be answered by the perspective of international development. This question is most closely connected with the question of the development of the capitalist system and of the aggravation or mitigation of the relations of the imperialistic powers, groups and States of Europe. Germany, being cut off from her sources of raw materials and from her most important industrial districts, is more than ever dependent upon the international groupings of the powers and upon the international reciprocal relations of these groups. In spite of the apparent pacifistic improvement afforded in the last weeks, an essential aggravation of the international relations can be reckoned with as a result of the French bourgeosie utilizing its victory in the Ruhr District. In the sphere of economics also these are no symptoms whatever of a consolidation of capitalism, but, on the contrary, an increasing aggravation of class antagonisms. Above all things, in Central Europe (Germany, Poland, Austria) an extraordinary sharpening is to be expected before long. The rise of the revolutionary wave in Central Europe is therefore immediately imminent. It will take place at a quicker or a slower rate, accordingly as subjective revolutionary forces influence objective revolutionary crises in an accelerating or in a retarding manner. In this, readiness for struggle and desire to fight on the part of the German proletariat will be of decisive importance.

The White Dictatorship will not be able to maintain itself in Germany for very long, since the foundations on which it is basing itself are already beginning to waver. The forms of resistance, which it is not able to master, are the following:

a—The international dependence of Germany and the opposition of France against its strong armament;

b—the economic bankruptcy, accompanied by increasing unemployment which is becoming obviously chronic, above all as a consequence of the flight of Rhenish-Westphalian heavy capital into the spheres of French imperialism, a fact by which Germany is deprived of her most valuable provinces;

c—the complete bankruptcy of the finances of the Reich, the states and of the municipalities;

d—as a consequence of the financial bankruptcy, the impossibility of longer maintaining the forces of the state and also the military forces;

e—the increasing antagonisms in the very ranks of the interested bourgeois groups, antagonism of great land owners, middle propertied class and of heavy industry;

f—the proletariat, depressed, it is true, by the White Dictatorship, but not beaten;

g—the large strata of officials, employees, technicians and of the self-depenedent petty middle classes, being proletarianized and becoming ever riper for the class struggle;

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h—the agrarian proletarian and semi-proletarian population, becoming revolutionized at an increasing rate;

i—Fascism, decomposing ideologically, itself, owing to the open treason of heavy industry.

For all these reasons, tremendous tension and huge proletarian mass struggles are to be expected in Germany in the next months.

V.

The Role of the Party.

The Party is not only a portion, but the vanguard of the proletariat. Its position in the labor movement and in the struggles of the proletariat is not only within the masses, but one step in advance. When retreat becomes necessary the Party has to render this comprehensible to the masses, in an unflinching manner, and the Party will thereby maintain the confidence of the masses in itself even in rearguard struggles. The Party is at the same time the brain, the nervous system and the revolutionary will of the masses.

Acceleration of the pace of revolution depends upon its activity, its resoluteness, its courage, its clearness and insight, its tactics and strategy, its capacity for remaining in the closest contact with the proletarian masses and of leading them in the mass struggles in a skillful and comprehensive manner.

VI.

The Next Tasks of the Party.

a—The immediate and most important task of the party is to re-order the Party ranks so that they offer perfect resistance to the attacks of the White Dictatorship, so that the Party conserves absolutely its character as a mass party and maintains and strengthens its connections with the masses;

b—the fight against the prolongation of the working time, against the abolition of the eight hour day and against the reduction of wages must be organized by the Party everywhere by rousing propaganda and by extending and leading the defensive struggles. Even in cases where such struggles lead to a defeat, the masses must perceive clearly and distinctly that the Communist Party has tried with all its forces to take up and to lead this struggle;

c—the Party must stand everywhere at the head of the unemployed, lead their struggles, and unite them; all the unemployed must recognize that the Communist Party is caring for their needs and is fighting for their interests;

d—the connection of the Party with the working masses by the coordination of the movement of the unemployed with the organs of the Weimar Conference, with the Factory Councils, with the movements of Control Committees and of the "Centuries," as well as with all other united front organs of the proletariat, intensification of the Factory Councils movement, so as to make them the strongest organs of the united front in all the struggles of the proletariat;

e—the leadership of the economic struggles of the proletariat expressed in elementary outbreaks in connection with the Factory Councils movement and with the united front organs;

f—the political demonstrations of the employed in the shops with the unemployed, with clear and distinct slogans, with economic and political demands;

g—especially intensive work among the strata of the officials, the employees and technicians, as well as among the proletarian agrarian population;

h—the winning and the saving of the Trade Unions, which has become easier as a result of the present debacle due to the reformist leadership;

i—destruction and disintegration of the Social Democratic Party by ruthless exposure of its counter-revolutionary character; before all in this respect, the endeavor must be made to rid Social Democratic workers of any illusion as to the possibility of an eventual improvement and radicalization of the Social Democratic Party of Germany by the "left" leaders;

j—the leadership of the struggles having partial aims or the leadership of general struggles throughout the Reich with partial aims, together with the united front organs;

k—the fight against the White Dictatorship with the very methods and means employed by the White hirelings against ourselves;

l—the Party must, in an intelligible and vivid manner, raise in opposition to the Dictatorship of the Bourgeoisie and its generals and its Fascist unions, the slogan of the Proletarian Dictatorship, concretizing and utilizing it in all vital problems of the proletariat for propaganda purpose;

m—for this purpose, the Party must set up a program of salvation showing the Proletarian Dictatorship as the only way to the social and national emancipation of the working strata of Germany.

VII.

Organizational and Inner Political Tasks

The next organizational tasks of the Party are the following:

a—The transformation of the Party upon the Shop Nucleus system, so that all functions of the local organizations are transferred to the shop nuclei and are carried out by them under the control of the Party;

b—the transformation of the Local and District Committees, so as to secure the deciding influence to the representatives of the shop nuclei;

c—in the Zentralausschuss (enlarged Central Committee) the greatest influence must be secured to the representatives of the most vitally important undertakings and of the most important branches of industry.

The next inner political tasks of the Party are:

a—Closest knitting together of all the forces of the Party;

b—fighting against any attempt at division, from whichever side it may come, denouncing such attempt as counter-revolutionary;

c—the centre of gravity of the inner party discussions must be transferred to the ideological camp, and not to the organizational, keeping, however, perfect communist discipline;

d—maintaining, deepening and employing in a corresponding manner the united front tactics, as they have been fixed at the Congresses of the Communist International.

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Literature and the Machine Age

By Floyd Dell

Part II: We Ourselves

VI

WE HAVE seen what the literature of the nineteenth century meant to those for whom it was written. What that literature meant to us, for whom it was not written, but upon whom it was thrust, is quite another matter. It meant, to many of us, almost nothing at all.

It was an intrusion of the past into our lives—an intrusion which most of us regarded as we did the garrulous reminiscences of a member of the older generation, at a time when we wanted to go outdoors and play. It was something to be respected, tolerated, endured—but it was a nuisance.

We had our own lives to live—and all these classical utterances of nineteenth century literature had no relation to our lives. From the stormy mouthings of Byron to the sanctimonious solemnities of Tennyson, they were a bore.

It is not, of course, universally true that of the books of the past none had the power to reach into our lives and light them with more than a momentary and evanescent significance. Some rays from those broken lights did pierce, not dimly, into individual lives here and there—it might be the strenuous courage of Browning, the single-minded devotion to beauty of Keats, or something more remote and vivid still, a wind-blown tang of Elizabethan adventurousness, or a glimpse of the clear pagan loveliness of Sappho, coming to us like the sight of a naked wood-nymph to a ploughboy, making us wonder and dream. But these were solitary visions; what we most of all instinctively sought was lacking—

"Some common wave of thought and joy
Lifting mankind again."

We were of the present. And, though we did not realize it, what we wanted was an interpretation of our own time—an interpretation which would make us feel its significance, and the significance of our own part in it.

We were young, and the world in which we lived was the only world we knew. How could we understand the tempestuous hatred and weary doubt with which our fathers and their fathers before them had seen the emergence and development of this modern world?

We had no memories and no doubts with which to criticise the spectacle of this modern world, and instinctively we looked forward into it with confidence and belief. We felt that it was good. But we wanted to know why it was good.

And to this question of ours, the literature of the nineteenth century furnished no reply. The determined optimism of Browning was likely to seem to us a little silly, the sentimentalism of Dickens more than a little blithering. These were cheer for griefs we had never felt, consolations of which we did not understand the occasion. While as for the books of that past which formally and consciously undertook to teach their readers the meaning of life, they simply bewildered us. What was Carlyle so angry about? And what was Ruskin trying to get at, anyway?

We did not know. Generally we did not care.

We wanted, though we did not realize it, a literature of our own—books produced by, for and out of the age in which we lived. But there were, quite literally, no such books. The truth was, of course, that in the time when we were growing up, the human imagination was a chaos, filled with the wreckage of a century-long conflict of which we were unaware, between utopian ideals and machine-made facts. That huge shattering of human hopes against the barrier of economic circumstances, a hundred years before, and that later mid-century collision in the realm of thought between theological optimism and scientific pessimism, had left the world of imagination in a state of confusion in which it was impossible for a while to do anything except pick up the pieces. And that is what the writers of our youth were doing—picking up little pieces of theological optimism and little pieces of scientific pessimism. We were living in the debris of an age that had gone spiritually to smash.

Science and Jules Verne

Nevertheless, in our childhood, there was Jules Verne. He gave us a vision of the splendors of scientific achievement, of the mind triumphing over the stubborn limitations of our earthly environment. We were ready to believe in this age in which we lived as an age in which Science was magnificently remaking the world.

But there was no such interpretation offered—by anyone except the immortal Jules! And if we looked about us at the world, we saw why. Science was cutting up frogs in the laboratory, and stringing our towns with electric wires. It was not re-making the world; it was merely producing a variety of conveniences. And the most notable of these conveniences, the modern bathroom, was a symbol of the quality of its achievement. Here was nothing to arouse the lyricism of youth. Even the automobile, which began to appear on our streets, was not exactly a thing to stir the imagination. It was odd, it was efficient, but it was not a sign of the triumph of Science; it did not transcend the familiar world; it was merely what it seemed, a horseless carriage, and it could do nothing that a horse and buggy couldn't do—it could only do it more quickly . . .

Science and Bob Ingersoll

And, of course, there was Bob Ingersoll. He was not forced upon us as part of our education by the authorities, and perhaps for that reason we found him interesting. He revealed to us somewhat of the battle that had been fought before we were born, between, as we understood it, Darwin

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and the Priests. And hearing of that battle, we placed ourselves, characteristically enough, on the side of Darwin. We were for the present, and against the past.

There were some things we did not understand about that battle. It had been won, we were assured, by Darwin. And yet, it sometimes seemed, when we looked at the world about us, that the defeat had not been quite decisive. The theologians had apparently recovered from the defeat magnificently; and if one listened to an occasional intinerant evangelist, it would seem that the victory had been the other way about.

And so some of us took up the struggle anew. Not quite openly—for we found that our opinions were considered scarcely less than criminal by our families, teachers and friends. Even so, our secret heresy had all the charm that youth naturally finds in illicit adventure. We were few, but we felt all the more heroic in our fewness. And here and there was an utterly solitary, and very defiant and bitter, agnostic. We nourished our imaginations upon the fiery prose of Ingersoll; finding sometimes the greatness of Shelley's poetry in the fact that he, too, was an Atheist; linking our solitary rebellions with the grandeur and pathos of Copernicus, of Giordano Bruno, of unknown martyrs in all ages . . .

But the satisfaction of hating a tyrannical God in whom one does not after all believe, grows stale. And the happier we, if that phase of our intellectual career came to an end before we established contact with the select group of elderly town Atheists, who met in the back of some cigar store to read esoteric works of anti-clericalism, and to relate with solemn naiveté the story that every convent had a stock of guns in its cellar, awaiting the signal for a religious massacre. These fellow Atheists of ours, alas, were not Shelleys, nor Giordano Brunos. They were as superstitious, as dogma-ridden, as pious in their reverence for their own intellectual deities, as incapable of independent or critical thought, as any set of church members could have been. They were in fact a little church, saved by the gospel of Ingersoll; no less devout sectarians for being members of the sect of Heresy. And if by chance one of them were not a religious crank, his conversation nevertheless bore unmistakably the impress of an older and outworn generation of thought. Here was nothing to fire the mind, nothing to interpret the meaning of Today, nothing to show a road into the future—nothing, in short, to serve the purposes of Youth. All this quarrel belonged to the past. Atheism was a dead issue.

American Leaders of Revolt

Again—it may be from some linking of Kings with Priests in the Atheistic ritual of anathema—we stumbled upon the idea of Freedom, and were ready to give our young enthusiasm to its service.

In the literature of our own country, there was a mass of libertarian eloquence—the speeches of Wendell Phillips, the fiery Abolitionist peoms of Whittier, the dithyrambs of Walt Whitman in celebration of the individual, the burning advice of Emerson to be uncompromising, the invective of Thoreau upon the spirit of social conformity—a veritable arsenal of swordlike thoughts with which to fit youth out for its first struggles with whatever tyrannies of traditional society it might meet.

But the authorities did not want us to have weapons against social tyrannies, and none of these—literally, none—had been given to us in the schools. Wendell Phillips was to us merely a name in the history lesson. Whittier was known to us only as the author of an extremely long poem about Snow, and two sentimental ballads—never as the angry writer of such lines as—

> "Woe to the priesthood! woe
> To those whose hire is with the price of blood—
> Perverting, darkening, changing as they go
> The searching truths of God.
> "Feed fat, ye locusts, feed;
> And in your tasselled pulpits thank the Lord,
> That from the toiling bondman's utter need
> Ye pile your own full board!"

Walt Whitman was by these same educational authorities considered too indecent an author to be quoted; or if he did appear, it was as the Good Grey Poet, and the author of "O Captain! My Captain!" Emerson was a Philosopher (whatever that was) and the author of a very silly little poem about a Mountain and a Squirrel. And Thoreau, the stubborn Anarchist who went to jail rather than pay his poll-tax, was known only as a "Nature-Lover!"

The educational authorities did not want us to know the truth about this American literature. They were afraid that the real Emerson and Thoreau and Phillips and Whittier and Whitman would corrupt our young minds. So we were left to discover them for ourselves—which all too frequently we failed to do.

For there stood, in the way of our approach to this fiery part of our literature, the familiar monument of the Civil War. In our earliest childhood we had sat on father's or grandfather's knee and heard their own heroic adventures in that war. Later we had cheered parades of Grand Army veterans, and listened to Fourth of July orators, dinning that heroism into our young ears. Then we had to learn it all over again at school.

Too much heroism palls. We heard so much about the Civil War in those early years that we thought we never wanted to hear about anything connected with it again. The fact that this part of American literature had something to do with Slavery was enough to scare us away from it.

It is possible that the educational authorities were unduly alarmed, after all. For when we discovered fragments of this literature by our own enterprise, it was not easy to apply it to our own lives. These men had been Destroyers—fierce antagonists of a Compromise between free capitalism and a slave system. It is true that the agitation against negro slavery was related to a broader movement against a more widespread form of economic bondage. It is true that the kind of Freedom which Thoreau and Emerson wrote about was a freedom far surpassing that promised by the Emancipation proclamation. But we did not know these things, and there was none to tell us. We could read these books and emerge with minds unscathed by their fiery content. Many of us did read Emerson without discovering his significance; for he was the counselor of a kind of perfection too easily, in our ignorance, to be identified with the more familiar sorts of "character-building" platitudes.

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Whitman, more fortunately, was one who could not be so misunderstood. But he came bearing many gifts, and among that strange riches we chose according to our desire. It would not be true to say that we found in Whitman what we wished to find; but among so many startling and contradictory revelations, it was easy enough to reject what we did not want. He was the great Liberator. He freed us—from whatever chains most irked.

But—"I ask," says Nietzsche, "not freedom from what, but freedom to what?"

We were spiritual vagrants, seeking the true road. If we paused in doubt at the beginning of some new path, Walt Whitman appeared to us saying, "Do not be afraid, camerado. It is a good path, and there are some fine ripe berries and a cool spring or two further on. Go ahead! You will probably run across me again some time, and if there is anything I can do for you, you can count on me. So long!"—and he gave us a hearty clap on the back, and left us.

But where were we going? Pilgrims on an unknown pilgrimage, we wandered through those adolescent years, seeking a leader who would take charge of the expedition. Sometimes we felt that it was a journey of exploration and discovery; and sometimes we knew we were simply lost in the woods. Some of us made back tracks for Home, and found the voting of Father's ticket or the taking of Mother's advice a sufficient exercise of our powers for social good or evil... But this is the story of those who wandered, seeking understanding of themselves and of the mysteries of life.

(Continued in the April Liberator)

Third Degree

FIVE strong detectives are in a cell with a prisoner,
By God, they know they will make him speak!
They push against each other blindly, like mad, thirsty bulls pent in a cattle car,
They are anxious, there is not enough room for them in the dark cell,
Their heavy suits hamper them, their white collars choke them,
They grunt and sweat and curse as their blackjacks rise and fall,
Five strong detectives in a cell with a prisoner.

They have eagerly twisted the arms of the prisoner behind him until the bones cracked.
They have battered his pale temples with their blackjacks, and kicked in his fourth rib.
They have walked on his spine, and beat his mouth to a bloody pulp.
They have blackened his eyes, and flattened his nose,
The five strong detectives in a cell with a prisoner,
And by God, they will surely make him speak.

The moon, like a white innocent, blunders in, and then vanishes, knowing he's not wanted.
And a taxi-cab rolls by in the street above, with a drunken girl laughing to her man.
And a guard rattles his keys down the corridor, and the gas-jet whistles a lonely little tune,
And prisoners in the prison turn on their cots and dream they are home again,
While the five strong detectives argue in the cell with the prisoner,
Telling him, by God, he must speak.

Oh, lead blackjacks plead with the prisoner to speak, and hard shoes, and hairy Judas-knuckles.
And his pounding heart shouts that he must speak.
And his bleeding body weeps like a baby gnawed by a rat, Speak!
And his brain bursts with agony and screams, Speak, Speak!
And his blood moans: "Your woman waits for you, if you will only speak."
And the whole world roars with a million wild voices in his ears, Oh, Jesus, man! Speak!
But the prisoner will not speak.

It is a peaceful night in the city.
There are men and women idling through the hot summer streets,
Policemen lounge at every corner under the tall arc-lamps and dreamily swing their clubs.
Ministers are pondering sermons in their studies, and the Mayor is drinking lemonade at a roof-garden.
Judges are reading poetry aloud to their wives after the irritating day in court.
Lovers sit side by side in the dim movie houses and tingle as their bodies touch.
Mothers put their babies to bed, and father smokes his calabash pipe.
Their are a million homes so quiet that clocks fill them with ticking,
And there are five strong detectives in a cell with a prisoner,
And they know, by God, they can surely make him speak.

The blackjacks rise and fall, the iron heels stamp on the prisoner's face.
The detectives strip their wilted collars, and groan aloud like lovers in their ecstasy.
The prisoner shuts his eyes for a moment, and sees the million of stars that whirl in the universe of pain.
He bites his lips until they bleed, that he may not speak,
He prays with dumb faith that the world he hates will never make him speak,
That the five strong detectives in the cell with him can never, never make him speak.

Michael Gold.

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REVIEWS

Oil and World Power

"The World Struggle for Oil", by Pierre L'Espagnol De La Tramerye, Translated by C. Leonard Leese. Published by Alfred A. Knopf, New York City.

BURNING oil throws light in many dark places. Even though not ignited it illuminates many things. Witness what is going on in Washington at the present time. The reader of "The World-Struggle for Oil" will find that oil sheds light on many dark spots on the international diplomatic checker-board.

The author lays the foundation for his study by showing the importance of oil to the modern capitalist world. The invention of the oil-burning Diesel engine makes possible great economies in the cost of loading fuel and the storage space required. To load a ship like the Olympic with coal requires the labor of 500 men for five days. To supply the same ship even without the Diesel engine with oil sufficient for the same voyage requires the labor of only twelve men for twelve hours. The storage space required is less by half and the labor of supplying fuel under the boilers is reduced by even a greater proportion.

The World War also demonstrated the importance of oil. Ships, tanks, aeroplanes all require oil for their engines. Without oil no imperialist nation can hope to maintain its position in the world struggle. "Who has oil has Empire" a French diplomat wrote in 1919.

The United States is the greatest producer and consumer of oil in the world. The oil resources of the United States will, however, be exhausted in eighteen years, according to an estimate of the Smithsonian Institute. To meet this situation the Standard Oil Company reached out for the undeveloped oil resources of the world. At the same time the British Government began a struggle for these same oil resources. Through an alliance between the Royal Dutch and Shell interests, both of which have come under the domination of the British Government, it created the instrument to capture the oil resources of the earth.

The story of the struggle between Royal Dutch Shell and Standard Oil takes the author to every corner of the globe. Wherever there is oil or traces of oil these two competitors have appeared. The boundary lines of nations mean little in this titanic struggle fr a new source of power. Under a score of different names the two great oil interests are fighting in every part of the Globe.

According to the author's view, Great Britain through the Royal Dutch Shell has the best of the fight up to the present. While the United States still produces the bulk the oil of the world, the Royal Dutch Shell has control of the larger part of the untapped resources. This explains Secretary of State Hughes' thundering notes against a British monopoly of oil in Mesopotamia and against the Dutch Government granting the Royal Dutch Shell interests the exclusive right of exploitation of the new Djambi field in the Dutch Indies. The struggle for Mexican oil waged by the Mexican Eagle—a British-controlled company now taken over by the Royal Dutch Shell interests—and the Standard Oil, largely explains the revolutions and counter-revolutions from Diaz to Obregon. The Royal Dutch Shell has even invaded the United States and is drawing oil from California and Oklahoma. A close examination of recent events in the latter state would very likely show that the fight between Governor Walton and the Ku Klux Klan is but a mask behind which Standard Oil and Royal Dutch Shell are fighting for the oil resources of that state.

"Who attacks the Standard attacks the Washington Government directly" is the author's ominous concluding note. It is a warning worthy of being thought about by those who may be sent to the battlefields of the future war for oil to defend or establish the domination of the oil resources of the world by the Standard Oil.

C. E. R.

Lullabies or Alarm-Clocks?

"On a Grey Thread", Elsa Gidlow, Will Ransom, Chicago.
"Hill Solitudes," Benjamin Rosenbaum, B. J. Brimmer Co., Boston.
"The Hour of Judgment," Viola C. White, B. J. Brimmer Co., Boston.

TODAY the voice of the artist is often heard railing against the possibility of art being the voice of "propaganda." But this is the reflex of a childhood lived in a world where "pleasantness" (undisturbed bourgeois comfort) was the standard of art. The kicker in personal contact was bad enough; but, given a talent for words or paint or music, he couldn't be stifled. To be the voice of a mass, and that mass the sordid, the would-it-were-safely-sleeping!—this was inexcusable, this was "inartistic," this was above all, dangerous; it suggested that the mass wasn't sleeping quite so drugged a sleep as might be desired by a moribund world. Also, the artist is uncomfortably aware of the tremendous difficulty of the task. It is easy to pass for an artist if you only sing lullabies to drowsy spirits. But he whose art is for living people knows that their senses are sharp, their minds awake, their hearts burning with desire and hope. No delicacy of carving will obscure from their senses the shape of the brazier; if it does not keep their fire burning to warm them and light their night, it is useless; let it go with the other luxuries which they have been forced to do without! They will build a new hearth for this fire which has never gone out since the beginning of time.

Here are three little books of poetry. Elsa Gidlow, in "On a Grey Thread", cries over and over the struggle of sturdy vitality against the stony soil into which it has fallen,

> "I am a seed in the dust,
> A live root bedded in night,
> And I am filled with a lust
> For something the worms call light."

In "Roots", and in "Disillusionment" she expresses powerfully the thrust of youth against the force of circumstance. In "World Cry" there is a fine arrogance.

"Love Song" and "Philosophy" prettily celebrate love as a refuge, and "Mnasidika" is really moving in its expression of the breaking down of feverish make-believe.

"Hill-Solitudes" by Benjamin Rosenbaum is one long plea for peace. This young artist wants to thrill; he

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wants to be "burned by terrible beauty". Here are all the emotions and fires and urgencies of life, but acted out in shadowy pantomine. "Here life can reach the dignity of rest" is a strange line to be written by a young man of flesh and blood, of the Jewish race, in the year 1923.

Viola C. White, in the "Hour of Judgment" brings us a richer emotional quality, a clearer record of experience and thought. "Russia, 1918" has a loveliness in its simplicity. "To a Caged Bear," "Life Divided," and "Charity," are all records of moments of poignant reaction before a reality; and that, whether skillfully or crudely developed, is where a poem begins. We quote "The Hour of Judgment."

"You think that clad in lightning, he
Will run on earth disastrously;
That, seeing him shake on the air
You will have warning to prepare?
No! He is listening and low.
Like a ragman he must go
A dark way full of murmurings
Till he hear the final things:—
The crying of the hungry child,
The worker, 'I no more believe,'
The dream that shouts, unreconciled
Though cell or torment it receive,
Of what a new dawn shall achieve.
Then he nods his ponderous head,—
And the old order is dead."

The "Dialogues" and "The Russian Revolution" are more difficult to sustain, and have in places more the effect of a shorthand account than of poetry. L. G.

Salesmanship and Sabotage

Absentee Ownership and Business Enterprise in Recent Times: The Case of America, By Thorstein Veblen. Published by B. W. Huebsch, New York.

THORSTEIN Veblen's latest book, "Absentee Ownership," is an analysis of the development of capitalism in the last two decades, particularly in America. It is written in Veblen's customary caustic, satirical style, and is further away from the official schools of political economy than any of his previous works.

Throughout his treatment of the workings of the capitalist order Veblen presents convincing evidence of the inherent economic class basis of present-day production and exchange. He shows that capitalism has already attained that high stage in the development of class divisions and conflicts reached by feudalism in its most complete form.

Mr. Veblen draws a picturesque, yet accurate, parallel between the fanifestations of class rule in the two systems —feudalism and capitalism. The feudal wars for plunder; the rendering of homage by the serfs to the lords; the role of such ideological forces as the rendering of homage by the serfs to their lords, and the loyalty to the feudal state personified in the prince or emperor; the division of the loot amongst the ruling class of yesterday; are put side by side and contrasted with the modern imperialist wars for conquest of new markets and sources for raw material, the loyalty of the nation, country and government, and the division of the spoils of war among the capitalist powers as exemplified in the Treaty of Versailles and the conferences at the Hague and Geneva.

In contrasting the present economic system with feudalism, Mr. Veblen shows that capitalism has destroyed the element of personal interest and the ideals of workmanship which characterized the old handicraft system. These ideals have been supplanted by others necessary to perpetuate the present system of absentee ownership. Among such ideals Mr. Veblen finds salesmanship and sabotage. Through effective salesmanship and the proper control and manipulation of credit facilities, the market and the curtailing or sabotage of production at the behest of the employer, the absentee owners are enabled to continue as the ruling class.

Veblen explodes the myth appearing in bank directories and college economic text books that the captain of industry of today is like the owner under the old order, a manager or entrepreneur. Examining the influence of chemistry, physics, industrial organization and technique, Mr. Veblen shows that experts aided by these forces are now the real directors of industry. Mr. Veblen further shows that these factors have made for an intensification of the tendency towards absentee ownership—of the tendency towards widening the gap between the owner and the worker under modern large scale production.

The effect of absentee ownership on the farming class is presented in a most interesting fashion and in a somewhat novel way for an American sociologist. Mr. Veblen shows how agriculture today is one of the most profitable sources of exploitation for the absentee owners because of their control of transportation, credit and marketing facilities. The persistence of this condition is aggravated by the fact that, because of the very backwardness of the development of agricultural industry, the farming masses are still living to a large extent in the past.

The role of the government in the class conflict arising out of the present economic system is portrayed by Veblen in these concise words: "It has, as a matter of course, become the chief concern of the constituted authorities in all these civilized nations to safeguard the security and gainfulness of absentee ownership. This state of things is now plain to be seen, and it is therefore beginning to cloud the sentiments of the underlying population at whose cost this security and gainfulness are maintained."

"Absentee Ownership" borders on Marxian analysis and interpretation. Yet Veblen insists on steering clear from the scientific line of Marxism in his conclusion. To this extent Veblen obscures his otherwise lucid analysis of the recent developments of capitalism. Every Marxist knows, and Marx has very ably pointed out, that with the development of capitalism and the growth of the technique of industry, the personal element in production and exchange tends to diminish to insignificance. The larger the scale of production attained the greater the distance between the owner and the individual worker. The roles of industrial organization, improved technique and science in enhancing the development of large scale production were also treated most elaborately by Marx in "Capital." In such Marxist analyses of imperialism as were written years ago by Hilferding, Panakoek and Lenin, it was pointed out very clearly that agriculture is a most important source of exploitation for the big capitalists owning the key industries.

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Absentee ownership is a logical symptom of capitalist big industry and big business. It is simply the human expression of the contradiction arising from capitalist production in which production and exchange are highly socialized while the means of production and exchange remain under individual ownership and control. Absentee ownership is merely the social expression of capitalist organization of industry at a particular stage in its development. One can never do away with absentee ownership without socializing the means of production and exchange. If the world were to go back at once to the glorious golden days of the handicraft stage and capitalism were to start anew from its nascent stage we would, in time, again reach the status of absentee ownership—the social form of economic class relationship attained under large-scale, socialized production and exchange, the means of which are privately owned and controlled.

The essential point in which Mr. Veblen falls down in his diagnosis is his failure to note that absentee ownership is not the disease, but that it is merely the scab breaking out on the economic body of capitalism which is inherently organically diseased. Because of this attitude of Veblen we find him making this conclusion; "The issue now is turning not on a question of ownership, as such, but on absentee ownership. The standard formalities of 'Socialism' and 'anti-socialism' are obsolete in face of the new alignment of economic forces."

Here we have it precisely wrong. The very private ownership of the means of production and exchange socially used is the soil where all the harmful effects of absentee ownership arise. Absentee ownership is merely a particular form which this capitalist ownership takes on at a certain stage of its development—the present trustified, imperialistic stage of capitalism. When Mr. Veblen says that the fight today is not so much against ownership as against the form ownership has taken on, he is allowing his highly analytical vision to be blurred by the dazzling forms capitalist ownership has assumed.

Mr. Veblen's "Absentee Ownership" is worthy of thorough study by every serious student interested in the class conflicts of today. On the whole the author has contributed a valuable addition to the library of economic and sociological thought which has been enriched by him many times in the past.

Jay Lovestone.

Once Over

The Coming of Man. By John M. Tyler, Professor Emeritus of Biology at Amherst College. Marshall Jones Co., Boston.
Science Remaking the World, Edited by Caldwell and Slosson. Doubleday, Page and Co.

THE first half of "The Coming of Man" is made up of some of the most fascinating and stimulating reading that I have ever encountered. The story of the rise of life from the protozoa is like a pantomime of all the dramatic and rebellious possibilities of life. And all through the book are flashes that open up new paths to our thought. But when the learned professor gets down to comparatively modern man, his interesting facts are interspersed with quaint moralizings. He proves that the history of man, of living matter itself, is a long story of continually increasing power over the environment, of lessening dread of that unknown which must be "placated" by religion. Yet he cannot see that with the growing knowledge and lessening dread, the emotional need for religion is disappearing. But the fact that the old men occupied in gathering the objective data we call Science are, through fear, incapable of drawing the inevitable inferences, must not deprive us of the great and revolutionary implications in their discoveries.

"Science Remaking the World," edited by Otis Caldwell and Edwin Slosson, suffers from the same blight. Thrilling and beautiful facts are here and there obscured by moralizing. But the chart in the front of the book, showing side by side the important discoveries in all sciences since 1500 B. C., is bare of all such nonsense, and the chapters on Gasoline, on The Influence of Coal Tar in Civilization, and on Electrons, open out a picture of new possibilities to the mind that knows how to correlate its information. Unfortunately both books are too expensive for workers to buy individually; but groups, clubs and libraries should make them accessible.

L. G.

Oil and the Germs of War, by Scott Nearing, Published by Nellie Seeds Nearing, Ridgewood, New Jersey.

THIS interesting booklet has as a motto the statement made by Briand, former premier of France: "International politics today are oil politics." The pamphlet has three parts. The first part speaks of the new revolutionary significance of oil. The second part is a picture of the imperialist war policy born of the greedy competition for the conquest of oil. And the third part purports to give the remedy, stating that oil shall be given to those who need it, and recommending that: "The economic organization of the world must be undertaken by those who are immediately concerned with the economic activity—the men and women whose energy makes the wheels and keeps them turning. The new world organization must be a producers' organization built along the lines of modern productive activity."

There is a shortcoming in the development of ideas of the booklet, in that it does not analyze the relation between imperialism and capitalist state power on the one hand, and on the other hand the relation between the producers' world organization and proletarian state-power. The main thesis if the booklet is absolutely correct: the economic factor of the oil revolution produces the germs of war. But we must not forget to mention that the instrument in making these wars is the capitalist state power.

Scott Nearing's other main thesis is also correct: that the remedy against war and imperialism is the elimination of the capitalists. But here again we must not forget to mention that the instrument of this elimination is the proletarian state power.

The Teapot Dome oil scandal has made the oil question the center of public interest. We advise every thinking worker to read Scott Nearing's booklet. It is not only instructive; it is also interesting.

J. P.

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The March of the Workers and other Songs. Published by the Young Workers League of America, Chicago.

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Ida Dailes.

Down with the Obvious!

Tulips and Chimneys, E. E. Cummings, Thomas Selzer, N. Y.

ONCE you have conceded E. E. Cummings his personal idiosyncracies, like speaking of himself with a small i, neglect or erratic use of capitals and punctuation, the sprinkling of words across a page to look like a swarm of bees or a printer's nightmare, you are willing to admit that he can write poetry, though you may or may not like it.

He is obsessed by the fear of being or becoming obvious and I am inclined to think there may be some ground for his fear. When a man has little of aesthetic or human importance to say, he is wise in being careful how he says it. Mr. Cummings evades the hated obvious by whipping words into fantastic and beautiful shapes. He builds against the enemy a veritable barricade of complicated, grotesque, colorful, always decorative sentences, from which he hurls ambiguous meanings or simple thoughts perverted out of all recognition. He writes parentheses within parentheses, as in "Songs," No. 1, till all meaning, if there was an original meaning, has been obscured. You drown in a sea of words and, drowning, grasp at here an exquisite phrase, there a metaphor like a shooting star, thinking, at last, I am getting somewhere! But you arrive at the end of many of the poems, drenched by a very fountain of diabolically combined words, not a whit wiser than when you commenced.

When Mr. Cummings dispenses with clap-trap he writes a poem. "Puella Mea" is one example, "Of Nicolette" another; and I like Nos. I. and III. of the section called "Orientale." The "Sonnets—Realities" have a certain ironic value.

There is no doubt that Mr. Cummings can do witching and evil things with words; nor that he possesses unusual poetic talent, and if he wishes to utilize it in the way he does it is, of course, his own affair. The result is, at worst, interesting, and at best, authentic poetry.

Elsa Gidlow.

Correction.

The October Liberator contained an article by Harrison George in which incidental reference was made to the death of the wife of Ricardo Flores Magon, as reported in the Federated Press of August 17, 1923, from their correspondent in Mexico. From a Los Angeles reader we learn that Magon's widow is alive in California, his step-daughter being the one who died in Mexico. The Federated Press has published the correction.

TROBAR CLUS
BY RAMON GUTHRIE

Is there no Bertran for our martyred land,
No voice to make such songs as he would sing?

FIGHTING and singing lustily, eight centuries ago Bertran de Born and the lesser troubadours of old Provence exercised a tremendous political influence. Indications of a return to social criticism in poetry are evident in the recent work of several young men who fought in France. Their first conscious leader is Ramon Guthrie. A vigorous life has not tended to posit him in what Charles Russell Sweeney, in S4N, called the Swooning School of Lyric Honey-Dumpers. No more fiery lines were ever thundered out by Bertran than those in which Ramon Guthrie anathematizes Sumner and all Sumneronics. Though the diversity of his inspiration and of the literary influences through which he has passed — from that of Guilhem d'Aquitaine, author of the earliest known rimed poetry, to that of contemporary experimentalists — has given his work a breadth of scope in concept and in treatment, Trobar Clus constitutes a calculated and impassioned attack upon sacerdotal socialism, wherein the cool play of intellectual workmanship masks without obscuring a bitter accumulation of sincere fury.

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THE YOUNG WORKER

Official Organ of the Young Workers League of America

5 cents

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VOL. III. CHICAGO, ILL., APRIL 1, 1924 NO. 7

LEAGUE TO HOLD NATIONAL CONFERENCE

JUNE 17th AGREED ON AS FARM-LABOR UNITY CONVENTION

ST. PAUL, Minn.—An agreement between representatives of practically every organization favoring the organization of an independent political party of the farmers and workers, to hold a convention on June 17th for the purpose of organizing a farmer-labor party and nominating presidential candidates for the coming elections was reached here today, when the convention call was signed by delegates to a preliminary conference held here.

With the exception of an insignificant handful of mischiefmakers and disrupters like Buck, Brown, Rodriguez, Ernest and Mahoney, of Washington, D. C., the entire representation went on record in favor of the calling of a huge national convention on June 17th.

A few of these disruptive elements launched into bitter attacks on the Workers Party of America and the communists in general, accusing them of almost every crime in the calender, but these attacks were received with ridicule by the other delegates. Delegate after delegate rose and tore to pieces the alleged arguments of the split-up Illinois "Farmer-Laborites." Green of the Nebraska farmers, Manley of the Federated Farmer-Labor Party, Cramer of the Minnesota Farmer-Labor delegation completely exposed the shallow jabberings of the Rodriguez gang and urged the convention not to begin its career with a policy of exclusions.

The sentiment of the organizations represented was for unity. The call for the convention, which was originally to be held in St. Paul on May 30th, had not been sent out because of new developments in the progressive and radical farmer-labor forces. The organizations adhering to the May 30th convention had gone on record, one after the other, as opposing any postponement of the convention call in the interests of certain capitalist politicians who were not yet ready to break with the old parties.

However, in the interests of keeping the farmer-labor political movement unified and to avoid a break, the organizations favoring May 30th yielded to the demands of those favoring postponement and agreed to the convention on June 17th. This was done in spite of the fact that an actual count of votes and sentiment among the delegates would have probably shown a big majority in favor of the original convention date, among them being the Federated Farmer-Labor Party, the Farmer-Labor Parties of Montana, Washington, North Dakota and South Dakota, the Progressive Party of Nebraska and numerous other organizations.

It is expected that thousands of delegates will come to the June 17th convention representing hundreds of thousands of workers and farmers thru their respective organizations. Great enthusiasm is being displayed over the signing of the call by practically all the organizations, and the convention will undoubtedly be successful in forming a mass farmer-labor party, which will be the first big step towards the organizing of the producers of this country politically and taking them away from the leadership of the two old corrupt parties.

The coming to office of the British Labor Party, the Teapot Dome scandal and the coming unemployment are held to be the greatest factors making for the success of the national farmer-labor party once it is formed and enters into the political field in open opposition to the two wings of the capitalist political machine.

The French Are As Bad As the Poles.

PARIS.—A parliamentary report shows that while the French navy possesses seven first-class battleships, it has admirals and rear admirals to the number of 86. This ought to place the brave French by the side of the Swiss and the Poles.

LENROOT QUITS OIL PROBE WHEN AFFAIR GETS HOT

By CHARLES WITTER.
(Special to "The Young Worker.")

WASHINGTON.—Immediately after Senator Irvine Lenroot quit as chairman of the senate public lands committee investigating the oil scandal, the Wheeler committee investigating Att'y. Gen. Harry Daugherty discovered a nifty little deal of the latter gentleman together with Jess Smith in an oil proposition with James G. Darden, wanted by the Teapot Dome investigation committee.

Daugherty in Conspiracy.

The lady who gave this information to the committee also said that Daugherty and Smith had considered an arrangement for showing Dempsey-Carpentier fights in various states, with the understanding that Daugherty would not prosecute under the law forbidding the transportation of fight films from state to state.

Daugherty will be remembered for his infamous injunction against the railroad strikers and from his general anti-labor activities during his reign as chief attorney of the government. The position he now finds himself in is not what might be considered a most honorable, it is merely another added to the list which proves that the government is just a tool in the hands of the capitalists of this country.

Quitting While He May.

Lenroot, it is said on good authority, quit the oil probe committee, because the affair was getting a little too hot for him. His friendship and hobnobbing with oil men and bankers and business men in general is well known, and his chairmanship of this very embarrassing committee was not calculated to maintain his friendship.

Now that every government official of any note and dozens of lesser note have become involved in the pool of oil, graft, corruption and lies, it is expected that an attempt will be made to push up further investigations. Senator Lodge's attempt to keep Coolidge's name out of it, is a step in that direction.

Workers Getting Wise.

However, they are in it too far to keep from the eyes and minds of the masses of workers of this country the fact that the big guys of the United States are as fine a collection of crooks, liars and grafters as ever polluted public office.

YOUNG COMMUNIST INT'L HOLDS BUREAU SESSION ON MAY 1st IN MOSCOW

(Special to "The Young Worker.")

MOSCOW.—Before holding the regular international congress on the tenth International Youth Day, Sept. 7, 1924, the Executive Committee of the Young Communist International has decided to hold a worldwide Bureau Session (enlarged executive) in Moscow on the first of May. The following agenda has been fixed:

1. The political situation and the tasks of the Y. C. I.
2. Report of the E. C. on the time since the Fourth Bureau Session.
3. Reports of the German, French, Czecho-Slovakian, Russian and Bulgarian leagues.
4. The next tasks for the support of the struggle of the German working class.
5. The continuation of the reorganization of the Young Communist Leagues on the basis of shop nuclei.

The Young Communist Leagues all over the world have been requested to discuss the various items on the agenda in order to be prepared for the discussion at the session and the decisions which will be arrived at there.

Youth Meet Goes up a Flue; Reject.

Agenda For League Convention Covers All Fields of Activity

The National Office of the Young Workers League has announced the agenda for the coming May 30th—June 1st Conference of the League. The official agenda is as follow:

AGENDA

for the

National Conference of the Young Workers League of America

At Chicago, Ill., May 30th, 31st and June 1st, 1924.

1. **Report of the National Executive Committee.**
2. **Report of the Workers Party.**
3. **Shop Nuclei Organization and the Economic Struggle.**
4. **Press.**
5. **Anti-Militarism.**
6. **Junior Section.**
7. **Education.**
8. **Constitution.**
9. **Sports, Rural Youth, Negro.**

With Communist Greetings,
MARTIN ABERN, Executive Secretary.
Young Workers League of America.

Young Workers Issue Manifesto on Teapot Dome Scandal and New War Dangers

The Young Workers League of America has issued the following call to the young workers of America. It has been printed in leaflet form, in an imprint of 100,000 and is being distributed all over the country. The manifesto is self-explanatory.

To All Young Workers Soldiers and Sailors!

Do you want to go out and fight in a war to protect the interests of those who are today plundering and robbing the nation of its resources?

Are you interested in fighting a war to make safe the profits of the millionaires of this country the Rockefellers, Morgans, Dohenys, Sinclairs and the rest of that crew?

You have been taught to lay down your lives in defense of this country, to protect it from robbery and oppression.

Yet, the very ones who have always been the first to urge you into war are the ones who are today plundering the wealth of America. The highest officers have been found guilty of treason to the interests they were sworn to defend.

The secretary of the Navy, Edwin Denby, has sold out the oil lands belonging to the Navy to Doheny and Sinclair. He has proved traitor and he goes scot free.

ANOTHER WAR IS COMING!

War, the murder and torture of the young workers of this country is coming again to the United States and the rest of the world! You, young workers in the factories, mine and mills, in the army, navy and marines, are going to be called upon to go out and fight in another war "to end all wars."

Do you know what a war means? Do you remember the last war for democracy? Are you anxious to get into another bloody slaughter-fest where the young workers are dolled up in uniforms and sent off into the dirty stinking trenches to have their guts ripped out by the bayonets of other workers; their limbs carried away by shrapnel; their bodies riddled by bullets, left in a torn, bleeding mass on the red battlefield? Are you anxious to go and get killed to protect the money of the capitalists of this country who are exploiting you every day in the place of work?

When you are dragged into war, for what do you fight? Whom do you sacrifice your life and health for? Is it for democracy? Is it to protect the honor of your country, or the women and children?

NO!

FIGHTING FOR A GOVERNMENT OF OIL AND STEEL.

In Washington today we see one of the greatest scandals of government that has yet been revealed. The greatest and most honored government officials have been proved to be crooks, grafters and traitors, bribed by the oil magnates, Doheny and Sinclair, into selling the rich naval oil reserve lands of the government. The big men in the government, whom we were taught to admire, respect and worship, have been hown up once more as tools in the hands of the millionaires of this country. "Teddy" Roosevelt, Jr., Attorney-

(Continued on page 2.)

Morons of the State Department Gasp at Discovery of Young Workers League

It took a certain Kliefoth of the department of Justice to discover, officially, the existence of the Young Workers League of America and present that fact to the subcommittee of the Foreign Relations committee of the United States Senate considering the recognition of Soviet Russia.

"The first subject to which attention is given," started out Kliefoth in his expose of the American Communist youth movement, "is that of the efforts of the communists among the youth of the United States. Particular attention has been directed by the communist leaders to the youth movement and to aligning in the ranks of communism the children of the United States."

Then follows the usual tirade about the desecration of religion and ancient American institutions. How the Boy Scouts are dragged in the mud and how the Y. M. C. A. is exposed as a capitalist institution by the Young Workers League of America.

A great mass of literature published by the League, particularly copies of The Young Worker, were introduced as exhibits and are now part of the evidence of the committee of foreign relations.

The thesis of the first, second and third congress of the Young Communist International were "explained" to the committee by Kliefoth, all in an endeavor to show why the United States should not recognize Soviet Russia.

Just what relation the activities of the Young Workers League of America in trying to enlist the vast masses of American young workers in aiding them to emancipate themselves from wage slavery has to the recognition of Soviet Russia is not revealed by the sleuth Kliefoth. Probably the reason is hidden under the bushy chin decorations of his sponsor and chief, Charles E. Hughes, secretary of state.

However, nobody is fooled. All the red hysteria and hullabaloo will count as nothing, especially since the recognition of Russia (without reservations) by the British labor government is an actuality. The United States will recognize Soviet Russia. Hughes is playing for time, he drags in every bogey man he can to thwart the demand on the part of the great mass of the American workers to recognize the first workers' government in the world—the Russian Soviet Government.

That the Young Workers League will continue its work, not only to better the immediate conditions of the 2,000,000 child laborers, the millions of exploited youth workers against increased armaments and the possibilities of war, as well as for the recognition of Soviet Russia, is an assurance we can give Hughes and the rest of the oil-soaked officialdom in Washington.

The tree of liberty must be refreshed from time to time with the blood of patriots and tyrants. It is its natural manure.—Thomas Jefferson.

Workers Can Fascisti Priest Speaker At Philly Meet; Leaguer Is Pinched

By DOMENICK FLAIANI
(Special to "The Young Worker.")

PHILADELPHIA.—Workers of Philadelphia, gathered at a Fascist meeting in the New Harrick Hall, demonstrated that they would have nothing to do with the black shirts and their bloody dictatorship.

Mussolini, the dictator of Italy, is trying very hard to reach the Italian masses in this country and for that reason is sending his propagandists here to spread the Fascist message. The Fascist who spoke at the Philadelphia meeting was a PRIEST! This priest, Pietro Celauro, came to the workers and in the name of Christ attempted to show Fascism as an ideal.

When he rose to speak he said, "In the name of Italy, I bring you best regards from Mussolini and now, I invite you to say with me, 'Hooray for Italy, Hooray for Mussolini!'" But the workers present rose instead and shouted, "Hooray for the Italian proletariat! Death to Mussolini and his Fascisti!"

The workers were so enraged that it was only the intervention of the police that saved the head of the Reverend Pietro Celauro. The workers were thrown out of the hall by the police and comrade Domenico Gadaleta of the Young Workers League was arrested. Later he was released after explaining his reasons in the police station.

In the hall the only ones that remained were the priest and the committee.

MAY 30th—JUNE 1st DECIDED AS DATE FOR HOLDING NATIONAL CONFERENCE OF YOUNG WORKERS LEAGUE IN CHICAGO

The National Executive Committee of the Young Workers League of America has decided to hold a National Conference of the League on May 30th, 31st and June 1st in Chicago, and has issued the following Conference call to the lower units of the organization:

The Call for the Conference

Comrades:

A special National Conference of the Young Workers League is being called in Chicago on May 30th, 31st and June 1st, 1924.

Since the second National Convention of the League in May 1923, our growth has been very rapid. It is essential that the League become more tightly knit, locally and nationally. Our expansion membership growth, and other activity makes it necessary that we consolidate ourselves by the formation of district organizations wherever possible.

We have made some progress and have had many experiences in setting up Shop Units or Nuclei in some industries. We have carried on some economic activity and engaged in political and educational work. Our children's work expressed in the Junior Section, has moved swiftly. We must now consider the question of a National Junior Section conference in order to create a real National Junior organization.

We need a National Conference to review our experiences and results in carrying out the decisions of the second National Convention of the League. Our policies, in the main, were laid down by the second National Convention and we must now consider them in the light of our work in carrying them out.

At this National Conference, then, we shall not take up, except insofar as it becomes absolutely necessary, the matter of the formulation of new policies, but rather a review of our policies in order to unify and consolidate our work, to get the views of the Leagues, and then to lay out a working program, especially in the matter of economic activity, educational work, press, and the organization of our League upon the basis of Shop Units or Nuclei.

Our regular National Convention, the third, will not take place until after the Fourth Congress of the Young Communist International which is scheduled to begin on International Youth Day, 1924. Our constitution calls for the convening of Young Workers League conventions within four months after the Y. C. I. congresses. This National Conference in Chicago, then, will not have the full powers of a National Convention but will deal chiefly with immediate and practical problems and try to find solutions therefore.

We want the delegates to come there fully prepared to make detailed reports of the work in their shop nucleus, branch, city or district, and to suggest plans for coordinating and extending the work. We want full discussion at this Conference. The Conference will be a smaller body numerically than would be the case with a regular convention.

The Leagues should immediately start discussing the agenda which appears in another part of the paper, and to send in opinions and recommendations. The columns of The Young Worker are already open. The comrades must commence preparations to hold city and district conventions where the national agenda will be discussed and the delegates elected to the National Conference.

The basis of representation is being sent out under separate cover. Read the basis of representation carefully, and then go ahead with the work.

We are out for ten thousand young communists in the Young Workers League if the comrades will continue and extend the work.

Make preparations to put the League program across!

With communist greetings,
MARTIN ABERN,
Executive Secretary
Young Workers League of America.

Students Forced to Defend Public Graft in Essays

(Special to "The Young Worker.")

DETROIT.—That the role of the American school is to train apologists for the capitalist system and the inevitable graft and corruption of public life with it entails, is evidenced by the assignment given a senior English class of Northwestern High School, Detroit, of vindicating the acts of social treachery of Coolidge, Daugherty, Denby, McAdoo, and Newberry in a written essay to be handed in. Though some were inclined to condemn rather than vindicate, no option was allowed the students.

CHICAGO LEAGUE MEMBERS ACTIVE IN DRESS STRIKE

BULLETIN.

As we go to press, news comes that Comrades Abe Harris, John Harvey and Peter Herd, sports director, educational director and city organizer respectively of the Young Workers League of Chicago, have been arrested by the police for having been on the police line in the strike of the dressmakers of the International Ladies' Garment Workers' Union. They volunteered their services to the union, which gladly accepted them, and steps are being taken immediately to bail them out. The Young Workers League and its members are very active in support of the strike, and no such arrests or any other kind of intimidation will stop them from continuing their support.

By JOHN WILLIAMSON.

After many weeks of negotiations with the bosses in the ladies' garment industry, the union called a strike on Wednesday, February 27th. Ten thousand workers responded, including three thousand cloak makers who went out for the first day to demonstrate their sympathy and insure the pickets protection.

The overwhelming majority of the strikers are young girls and women. It was admitted by the union that only 30 per cent of the industry being organized complicated matters, but they depended upon support from the unorganized shops. Their expectations were partially realized. The union shops are practically at a standstill, only a few scabs having been recruited. The unorganized shops, which in most cases are the large shops, are running about 50 per cent normal. Many of the unorganized workers have joined the strike and have lined up in the union.

Y. W. L. Members Active.

The Young Workers League members, who are on strike, are among the most active and they are all to be found on the picket line from early morning till late at night. Two of our League girls have been arrested twice and are now out on $400 bail each. They are Ida Gaffin and Goldie Finkelstein.

Members of the Y. W. L. gained special mention when they successfully evaded the police and sluggers at the door of a shop composed entirely of young workers, urged them to strike, and marched them to the union headquarters. Many Y. W. L. members, who are employed in other industries are serving on the picket line 3 to 4 hours per day.

At a meeting called this week of all league strikers to check up on the league's activities, it was proved, after listening to all the reports, that our members were in the midst of the fight. Besides picketing and doing other detail union work, they are selling the Daily Workers every day amonge their fellow strikers.

Rotten Conditions Prevail in Industry.

The girls working in the dress industry are subjected to the worst conditions imaginable. They average about six months work during the year. Many days they only get two or three hours work and then must go home without getting a full day's pay. If they don't show up for these few hours work, they lose their jobs altogether. The wages have been cut and the bosses have been planning to abolish the union and establish the open shop.

The demands of the strikers are as follows: 5 day—40 hours week with 44 hour pay; increase of wages ranging from 5 to 14 per cent; closed shop; unemployment insurance; and a few other minor demands.

Sluggers Attack Defenseless Pickets.

Since the first day of the strike, the city police force grew by hundreds of sluggers, furnished by State Attorney Crowe's office and other private detective agencies and has been guilty of brutally beating and intimidating the girls on the picket line.

(Continued on page 2.)

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Chicago League Members Active In Strike

(Continued from page 1.)

An average of from 15 to 20 pickets are arrested. But arrest has no fear for these workers, who are used to suffering.

Injunctions are Ineffective.

The bosses have resorted as usual to their lickspittles called judges and the infamous "Injunction King" Sullivan, of railroad strike fame, has issued three injunctions against picketing. These, however, are useless against the militant garment workers. To date 43 of the smaller shops have signed up the new agreement with the union. This is an indication of weakness on the part of the bosses and victory looms near.

Expelled Militants Lend Aid.

An interesting feature of the strike is the fact that the 16 members of the Trade Union Educational League who were expelled by the reactionary bureaucracy of the International Ladies' Garment Workers' Union and charged with the falsehood of disrupting the union, have showed themselves to be worthy the name of union militants. They offered their service to the strike committee in any capacity desired and today they are among the most active. Dora Lipshitz has been appointed by Vice President Perlstein, her former persecutor, as secretary of the strike committee. This action of Perlstain, who previously had been the official leader in expelling unconstitutionally the militants, proves to any doubtful ones that the TUEL members are working at all times for the benefit of the union. The membership reiterates its unanimous demand that these members be reinstated.

Solidarity Displayed.

No color line is drawn in the strike. Many colored women are among the strikers and they are particularly active in combatting the efforts to obtain young negro girls to scab. This is a healthy sign of workers' solidarity.

This strike has offered a wonderful opportunity to the league members to participate actively in the class struggle. Those ten Y. W. L. strikers and the many more leaguers who are assisting are gaining an education many of our members need badly. The influence and prestige gained by activity should be cultivated and utilized to present to the other young garment workers the necessity of joining a militant youth organization. This is a practical example of the necessity of joining and taking an active part in the union. It should also demonstrate to those unions that still are blinded by the cobwebs of the last century, that it is necessary to organize the young workers, the militant fighting youth of the working class, to be secure of victory.

If you are a young worker, join the League!

Young Workers Issue Manifesto on Teapot Dome Scandal and New War Dangers

(Continued from page 1.)

General Daugherty, ex-President Harding and even Coolidge—all are in the oily mess, tools of the capitalists and bankers of this country. The oil lands which were supposed to be used forthe navy's reserves were practically donated to these oil men.

THE STRUGGLE FOR THE WORLD'S OIL.

What does this mean? Is it merely another case of graft and corruption, or has it a more important significance?

The Teapot Dome oil steal is another piece of evidence to show the struggle among the nations of the world to get the control of the oil resources of the world. A STRUGGLE WHICH IS ONE OF THE FACTORS LEADING TO ANOTHER WAR!

Oil is now the leading fuel of the world. Battleships useing it are vastly more efficient than the old style coal burners. But the oil of the world is limited and the capitalists of every nation rush to get control of all the oil lands they can lay their hands on. When Wilson interfered in Mexico it was to protect American oil interests. When Secretary of State Hughes refused to grant recognition to Mexico it was for the same reason.

The government of this country is the tool in the hands of the capitalists of this country and when another war comes—and it is coming as surely as the last one—you, young workers, will be fighting for the dirty dollars of the bosses of the United States!

PREPARING FOR THE SLAUGHTER.

The rulers of this country realize that we are heading towards another war. They know that the struggle between England and the United States for the control of the oil, seas, coal, markets and iron of the world will sooner or later bring on a war and that the youth of this country will have to be prepared to serve as connon fodder to fight for the investments and profits of Rockefeller and Morgan and Gary.

This is why the bosses of this country are carrying on a campaign for the Boy Scouts, the Citizens Military Training Camps and for enlistments in the army, navy and the marines.

WHAT ARE YOU GOING TO DO?

Young workers, remember the last war for "democracy!" Remember the hundreds of thousands of youths who died on the bloody field of battle and the many others who came home: human wrecks. Remember that while you were giving your lives and health, the millionaires were coining profits galore, sitting at home and yelping for patriotism. Remember the promises that were made to you! The bonus, relief for wounded vets. What you got was NOTHING! Graft in the Veteran's Bureau of the United States and kicks all around was all you got. What are you going to do when the next war comes around?

Are you going to wait until it is too late to protest and act effectively against being dragged into a murderous war to safeguard capitalist interests?

You know what happens during the war. You know what happens in the armed forces of this country before a war. While Mr. McAdoo, a presidential candidate, nabs off hundreds of thousands of dollars and others get millions out of the naval oil steal, rotten grub, rotten conditions, and rotten, brutal officers are the reward of the buck private, gob and leatherneck. This is what is suffered for the oilsmeared government.

YOUNG SOLDIERS, SAILORS AND MARINES! While you are suffering under these conditinos in your military and naval unit, you can now see what those at the head of the government are doing. Those who shout loudest for patriotism, those who are the first to direct you into a war, are the ones who are at the same time corrupt grafters. They are bought up like articles on a market by the big capitalists of this country who sit at home and safeguard their dirty hides while the youth is murdered on the battlefield?

WHAT ARE YOU GOING TO DO?

TO HELL WITH CAPITALIST WARS!

The Young Workers League of America calls upon you to organize against capitalist wars. We want no more workers to be sacrificed to capitalist profits. No more workers' blood to be shed for their dirty interests.

YOUNG WORKERS! YOU HAVE NO INTEREST IN FIGHTING IN A CAPITALIST ARMY OR NAVY. JOIN LABOR IN ITS FIGHT AGAINST THE STATE MILITIAS AND NATIONAL GUARD! FIGHT AGINST THE BOY AND GIRL SCOUTS! BOYCOTT THE CITIZENS' MILITARY TRAINING CAMPS!

YOUNG WORKERS OF AMERICA! UNITE AGAINST MILITARISM AND WAR!

THE YOUNG WORKERS LEAGUE OF AMERICA,
Martin Abern, Executive Secretary.

YOUTH MEET GOES UP FLUE; REJECT YOUNG WORKERS PROPOSALS

By JOSEPH NARBRICK.
(Special to "The Young Worker.")

NEW YORK CITY.—The great conference called by the Fellowship for Reconciliation, which was to organize the youth of this country to interest itself in something else than playing baseball and learning the latest dance steps, has labored and labored and brought forth a mouse.

After the left-wing delegates, backed by representatives of the Young Workers League of America, had constantly advocated the formation of a permanent body to fight on such immediate issues of the young workers of this country like child labor, militarism and the like, the Jesus shouters and pulpit pounders, in alliance with representatives of the decrepit Y. P. S. L. passed the following program of work for the coming year:

All organizations to go on hikes, outings, etc., together.

The same to run dances together.

To do research work on the matters of youth problems.

To prepare, so that should a problem arise that the youth will have to face, we should act together.

This program was adopted on the recommendation of the Committee for the Perpetuation of the Conference. Samuel Darcy, Young Workers League member on the committee, brought in a minority report, showing that the youth is already faced with great problems which need immediate and concerted action, and that by the program presented by the majority they were following a characteristically bourgeoise attitude of arranging dances for the youth.

The Y. P. S. L., represented by Joshua Lieberman, city organizer of the Socialist Party, joined hands with the sky pilots in an attempt to prevent Darcy from giving his minority report. In this they failed, however.

Among the members of the elected executive committee is a representative of the Young Workers League, comrade Jack Stachel, district organizer, New York. Attempts will be made to get the body behind a movement for a clean cut fight on the basis of working youth demands.

And Still She Rises!

WASHINGTON. — While wages are being cut or remaining at the old standard, and while more and more workers are finding themselves without a job, the cost of living, our old friend, keeps on rising. According to the monthly report of the bureau of labor statistics of the United States Department of Labor the retail prices of more than 20 food articles of common use, mostly meats, buter, cabbage, potatoes, tea and coffee, rose in the period between December 15, 1923, and January 15, 1924.

But don't worry. Navy beans decreased in price by 2 per cent, and bananas decreased 1 per cent. Macaroni and baked beans snowed no change in price at all. Now all you have to do to become a millionaire is to save your money by eating three meals a day composed of bananas, baked beans, navy beans and macaroni.

COME ON, YOU, ALL OF YOU!

Cabaret Dance given by the N.-W. Branch, W. P. and Maplewood Branch, Y. W. L. Thursday, April 3, at 8 P. M., at Workers' Lyceum, 2733 Hirsch Blvd. Interesting program. Russian Mandolin Orchestra "Lira" will participate. Tickets only 35c.

The "Opportunities" of a Worker's Child.

From Kersey, Colorado, comes the following item: Mrs. Conrad Foos, a Russian, after working all day in the beet fields five miles north of here, gave birth to triplets, all boys, according to word received here this morning. All died, however, within three hours after birth. Mrs. Foos is in a critical condition and is under the care of a physician. Even the child of a worker, who is born in this country, so the school books tell us, may grow up some day and become the president of this country. If he grows up . . .

Padding Kid's Pants Is O. K. In Louisiana.

SHREVEPORT, LA.—Louisiana, one of the most backward states in the union in education, still clings to the old-fashioned paddle to punish children. Miss Myra Woodward, principal of a local school, was charged in the district court with using a wooden paddle to punish Willie Tamplin, a 6-year-old school boy. The disobedience of the child consisted in playing in the school yard after hours. Trying to escape the punishment, the boy was injured by falling down a flight of steps.

Judge E. P. Mills discharged the teacher on the grounds that the state of Louisiana recognized the use of a wooden paddle to punish children.

The boss is our enemy; enter the battle on the workers' side!

* * *

This copy should be read by ten young workers.

Workers' Relief Brings Aid To Starving German Kiddies

STRIKING facts of German misery are brought out by the report given to the Central Administration of Berlin by Herr Leid, the mayor of the district of Wedding. This report, up to Jan. 4, 1924, covers a decidedly working class section.

169,189 persons out of a population of 350,400 were supported by public means. Due to increasing unemployment in this district the misery of children has assumed terrible proportions. Of 8,000 babies and little children, 6,000 are without sufficient linen and 2,000 have even no bed for themselves. The rest suffer thru want of food, clothing and shelter, and on all sides there is a want of fuel and nourishment.

Of the 40,000 school children of the district about 25,000 are without sufficient clothing. They lack linen and underclothing and few have a whole pair of shoes.

Skin disease, vermin—every corruption of famine conditions, moral and physical, is attached to the sorry pligt of this section.

Governmental relief of any country goes thru agencies "where it will do most good." Seemingly it does most good to feed the opponents of progressive labor. Officials of these agencies—as happened in the case of the American Red Cross in Hungary—openly boast it.

The American relief agency have already established two soup kitchens in Germany and are maintaining them at a monthly expenditures of $2,000 for each kitchen. They are reaching all workers without discrimination, selection or bias.

Not only from official sources, but from letters received by relatives in this country, the Committee for International Workers' Aid (Friends of Soviet Russia and Workers' Germany) has learned of the increasing misery in many sections of Germany. Their efforts towards relief of the suffering have received the support of not only German but all American organizations, labor and fraternal.

Lumber Co. Pays $20,000 For the Killing of a Boy

Payment of $20,000 has been made by the Putnam Lumber Company of Wisconsin to the family of Martin Tabert of Munich, N. D., who was flogged to death last February in a convict labor camp operated by the company in Florida.

Walter Higginbotham, the whipping boss who flogged young Tabert to his death, is now haying his case appealed to the supreme court of Florida, after having been convicted on a charge of second-degree murder.

Martin Tabert set out in 1921 to see America by working his way from place to place. He was arrested in Florida for riding in a side door Pullman without paying railroad fare. In default of paying a fine of $25 he was sentenced to 90 days and leased to the Putnam company's convict labor camp. His family in North Dakota sent money to pay the fine but the sherrif returned the letter with the information that Tabert had "gone over." North Dakota officials became interested in the case and an investigation disclosed that the boy had died after being unmercifully flogged in this slave camp which exists in one of the states of this country which is noted at one and the same time for its illiteracy and brutality to labor.

What Is A Shop Nucleus?

For the best answer read the best book

From Isolation to the Masses

By RICHARD GYPTNER

explains in detail just what a shop nucleus is, why it should be, and how it can be. A simple exposition of the shop nucleus, which should be the guide of all who are in the work of building a network of nuclei throughout the industries of the country.

Single copy.....15c
Five or more....10c each

Send your orders to the

Young Workers League of America
1009 No. State St., Chicago, Illinois

Salzman Tour Brings Good Results To Young Workers League

THE tour of comrade Max Salzman, national organizer of the Young Workers League of America, is meeting with great success in the territory which he has visited, Massachusetts and Rhode Island.

As previously reported in The Young Worker, three new branches were organized, in Malden, Roxbury and the John Reed branch in Boston. Besides the meetings at which these units were formed, comrade Salzman held membership meetings, mass meetings and committee sessions in numerous of the other cities of his route. A meeting with the district executive committee helped considerably to put the district on a well-functioning basis. A difficulty heretofore had been that the committee could not meet due to the necessity of its members having to pay railroad fares, living, as they did, far apart. The appointment of comrade John Louko as district organizer will prove a good stroke, as he is a very capable comrade.

A membership meeting in Boston proved highly successful, over 80 comrades attending. A motion was adopted that every members must take 3 copies of The Young Worker and 1 copy of The Young Comrade. A good idea, and one which should be followed by every single branch in the country.

Brockton, a town of 65,000 people, presentes a good field for the organization of a nucleus. There is only one industry in the town, shoe manufacturing, and almost everyone works in it. A nucleus of young workers has already been gathered and the district industrial organizer will get on the job to see that they are organized in the factory.

Providence, R. I., already has its nucleus on a good basis, the comrades having organized one in an upholsterer's factory. They soon drew in a sympathizer, and the nucleus now has five members. A mass meeting held in the city, addressed by comrade Salzman, netted the league 2 new members and renewed interest among the membership.

In the Heyward-Wakefield Co., of Gardner, Mass., the largest chair and reed furniture plant in the city, a number of league members are employed and a nucleus will be formed there also. Conditions are pretty rotten, as usual, 17½ cents an hour being given to the young workers to start with. They rarely get more than 25 cents an hour at most.

Fitchburg is another of New England's slave towns. In the very schools the kids are urged by the teachers to go to work in the mills. Wages are low and union organization is very weak. There are a number of competing unions and every once in a while an attempt is made to unify them organizationally. The league members almost all go to school and a school nucleus would be more appropriate here than a shop nucleus. However, one comrade, who is working in a shop, is carrying on intensive propaganda and there is a good chance for a full-fledged nucleus to form itself around him.

Meetings were held in Maynard and Lanesville. In the latter town, the cops threatened to interfere and so the league meeting was called a "party" meeting and things went off very well. Over 150 attended and the party comrades say it is one of the best ever held there. The adult comrades are going to see what can be done about organizing a league branch here soon.

The reports of comrade Salzman so far have shown that there are many possibilities for the organization of shop nuclei even in the small towns. And if it is posible to organize one out of the small town leagues, where many of the members go to school, it ought easily be possible to organize shop units in the bigger towns and the industrial and mining sections.

Come on, industrial organizers and branch members, get into it! The Massachusetts tour of comrade Salzman has shown that the young workers are ready to listen to us and that we can begin to reach them on the job. On to the organization of the shop units!

"Bills to the right of them,
Bills to the left of them,
Chances to organize
The Youth of the land,
But was the N. O. dismayed?
Not so's you could notice it!
For the branches were coughing up
To the Sustaining Fund."

Now, we are ready to admit that the poetry is not quite up to our regular high standard, but the sentiments in the above lines express our feelings 137 per cent. We have bills and bills and then a few more bills to meet; and we have more opportunities to organize the young workers into the league than we ever had before. Honest, Mabel, we ain't spoofing, but the league is growing faster than any other working class organization in the country, and it is really phenomenal when you consider the disadvantages we have been placed at by the lack of funds, money, mazuma, cash, lucre, dough, long green, or what you will. Now we want to put more organizers into the field. Wherever those we have sent out already have come, they had remarkable success. Branches of the communist youth have sprung up in perfectly brand new territory.

Our activities have increased like the teeth in a two year old's. But we want more, more—and when we have that—we want more yet! And we need the money NOW, today, not tomorrow or next week or a year from now. Following a hint from Charlie Hughes of the State Department, we went around hunting for some loose Bolshevik gold—straight from Moscow, you know. But there was nothing doing. So we now turn to you, comrades, and ask you to send in your donations immediately to

The Young Workers League Sustaining Fund
1009 NO. STATE STREET, CHICAGO, ILL.

Preparing the Youth For More

As we predicted in one of our past issues, the United States government is making monstrous preparations for the citizen's miltary training camps. Wherever you go you will find the bright, flashy advertisements beckoning the youth to join the slaughter-training camps. Build your body; eat good food; take a vacation, these are the tid-bit slogans.

With unemployment growing the camps can expect a big attendance this year. All efforts are being made to see that this year the young fellows are not served with the stinking food that the recruits of the past two years had the pleasure of getting.

What does it all mean? What is hidden beneath the tissue of lying advertisements that call upon the youth to have a good time in the training camps? Preparation for war! It is in these training camps that hundreds of thousands of young workers will be taught to rip out the guts of their imaginary enemy, where they will be taught to gas and bomb in a scientific manner.

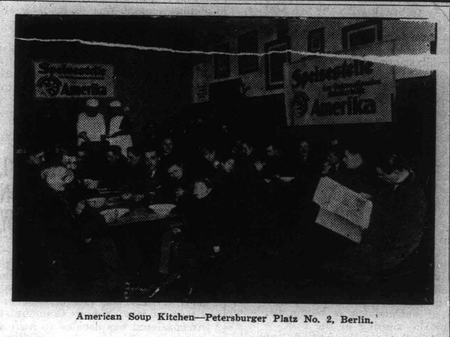
This country is becoming a powerful imperialist nation and must have an army. Who is to serve? The sons of the rich? Certainly not. The great mass of cannon fodder comes from the young workers; and if they cannot be got in one way, they will be got in another fashion.

Boycott the Citizen's Military Traning Camps, should be the slogan of every young worker. Stay away from the capitalist murder training schools.

It is no surprise to find Sammy Gompers in favor of the CMTC. Gompers has shown himself more than once the willing tool of the capitalsits in their endeavor to enslave the great majority of the American working youth. Not only is Gompers largely responsible for the drop in the membership of the American Federation of Labor, but he purposely keeps out the younger elements, and advises them to join the organized gangs of killers in the CMTC. Gompers even finds it in his reactionary heart to praise the boy scouts, the baby fascisti.

Is Gompers in favor of war? Does he want to see millions of American young workers killed and maimed in the next world war to be fought to safeguard capitalist interests? Or does he hope to stave off the rise of the American workers by an armed and trained force?

Since the American Federation of Labor officially is not undertaking a necessary campaign against the militarization of the American youth, that duty and task falls solely upon the shoulders of our own young organization. We can strike fear into the hearts of the swash-bukling, tin-horned would-be generals by calling upon the American working-class youth to stay away from the death camps and to organize for the failure of this form of capitalist arming.



American Soup Kitchen—Petersburger Platz No. 2, Berlin.

THE Dictatorship of Hunger

compels the German workers to bow in meek submission to the greedy demands of the industrial lords and accept THE DICTATORSHIP OF MILITARISM which was forced upon them in exchange for something to eat.

Workers and Farmers of America Invest In Labor's Future

Help avoid the complete demoralization of the German workers and the annihilation of their organizations.
Help feed the German workers out of their present lethargy into a state which will make them fit to decide their own destiny.
Help maintain the two American Soup Kitchens already established by us in Germany.
Help establish more kitchens.

A Defeated German Workers Means A Defeated World Workers

Today It Is Germany. Tomorrow. It May Be America.

Give no Charity! TODAY Make an Investment!

Friends of Soviet Russia & Workers' Germany,
32 S. Wabash Ave., Chicago, Ill.

Enclosed find $.....to help support the American Soup Kitchens in Germany opened by you in January. I pledge myself to.....meals at 10c each monthly for the maintenance of the Kitchens.

Send me a Meal Coupon Book (Yes or No).....

Name.....

Address.....

Trade or Profession.....(Y. W.)

Any organization wishing to maintain a Soup Kitchen in its own name can do so by remitting through us. It takes $500 initial outlay and $2000 monthly for upkeep. Several organizations can club together in this effort.

COMMITTEE FOR INTERNATIONAL WORKERS' AID

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On the Job

Use Students as Labor Salve.

Dear Comrades:—

Here is the latest reactionary trick at the University of Wisconsin. University boys and girls are being solicited here for a nice, easy high prized job for summer vacations. All they have to do is work with common labor—by all means never telling them your are a student—attend 3 lectures a week in the evening, make out you don't know the boss and spread out the oily dope given you at the lectures by the boss, university professor and so forth; to cover up a little make a survey of common labor and your lectures, write it up and turn it in. Maybe you will get credit for it at school. This is being done in several cities, last year in Kansas City. The other night they were recruiting about 40 girls and boys, 20 of each, to go to Milwaukee this summer. The boss furnishes the job and the kale and the slob stuff.

Fraternally yours,

—F. S.

One Boss vs. 500 Workers.

West Frankfort, Ill.

Dear Comrades:—

After the miners had revolted against the boss of mine No. 18, Peabody Coal Co., for his trying to make them work under a bad top, and asked for his removal, the boss was given a trial and found guilty. He was asked to be removed by Local No. 1971 of the United Mine Workers of America, so the owner instead of removing the boss of the mine shut down the mine and put 500 miners out of work.

The company would rather put 500 miners out of work than remove one boss.

Fraternally yours,

—N. B.

CHURCHES PRAY FOR YOUNG WORKERS.

Canonsburg, Pa.

Dear Comrades:—

Information has been conveyed to the writer that the good church people of Canonsburg are praying for the welfare of the souls of the so-called misled children of the working class, who have all at once taken a spasm to organize and join an organization called the Young Workers League, where they hold meetings and teach the poor children that when they die they die as a horse or cow dies, that Russia is a better place than "the land of the free," etc. (An article appeared concerning the horse and cow bunk in our daily scandal sheet last week.)

It is very evident that these souls are noting the activities of the Leaguers around here, it is those same dear souls that are endeavoring to make this a better place to live in. It has also been reported to the writer that a local congregation will decide at their next service if it would be practicable to send missionaries into the ranks of the "seditious element who are, in their present state of mind, a menace to the community." To this we say, "Send 'em along; possibly we'll convert them."

To the lying press we say, that they are realizing in a sense that truth will stand alone, but lies must be supported by some elements or faction with intimidation, superstition, fallicies and bunk. We are not afraid of the truth and do not have to resort to lying to win the confidence of any one. We welcome the proposed investigation.

The praying is a result of these saints reading an editorial in the March 1st issue of the Young Worker on Lincoln and Washington, the poor souls were astounded to think anybody could say such things of the "Father." To this we say, had space permitted, something more probably would have been said of the two gentlemen in question. All horrors to think they teach that, they cry.

We are thankful for the prayers of these whited sepulchers, and think a little conscientious praying would probably open their virgin eyes to deplorable results of their past praying.

PAT H. TOOHEY.

YOUNG REDS BRAVE PERSECUTION IN FIGHT AGAINST CAPITALISTIC TEACHINGS IN PENNSY SCHOOLS

By "BLACK DIAMOND."

CANONSBURG, Pa.—The elementary school struggle in the now famous Chartiers Valley, of Western Pennsylvania is assuming a very outspoken class character. In order to fully understand and appreciate the importance of this struggle a brief survey of the historical background is necessary.

Western Pennsylvania or the Pittsburgh district, is one of the most important industrial centers in the world. The capitalist class has long ago realized the importance of organization in order to maintain its dictatorship, and very fortunately, the revolutionary proletariat is slowly organizing its forces to counteract the most brazen reaction in the history of America. This district also boasts of having the most reactionary "leadership" in the mine workers Union, which is working, at times openly and at other times secretly with the forces of reaction, to prevent any expression of revolutionary sentiment on the part of the workers. The Pittsburgh district is also "famous" for its Cossacks and Coal and Iron police, the latter being an openly armed bunch of thugs employed, paid and organized by and for the coal and steel barons. Then too, Pennsylvania has one of the most vicious "Anti-Sedition" laws in the United States. A perusal of this law will convince the most skeptical of its brutality and utter disregard of the elementary rights of the workers. Almost all attempts at the organization of the workers is bitterly opposed by the coal and steel barons.

It is under such conditions that the children are "taught" in the elementary schools. The conditions in these schools is a direct reflex of the general conditions in this territory.

It is common knowledge among class conscious workers that the present school system is only another means used by the capitalist dictatorship to keep the children of the workers in ignorance of their class interests and to make good scabs of them. The above fact is so brazenly displayed here that the most "fair-minded" will be forced to admit to our contention.

To begin with. the actual physical conditions of most of these schools is a menace to the health of the children attending them. Anyone familiar with "company houses" the miners and their families live in will readily understand that the "schools" would be built on the same plane as the "company houses." The excuse for a home is without gas light, so are some of the schools despite the fact, that this section is rich in natural gas. Most or all of the schools are of wooden structive and are nothing short of fire traps. Children of tender age spend the best part of the winter days in a room insufficiently heated. A coal stove, with its poisonous gases is still being used to keep the room warm. The writer recently learned of a school building without light of any kind. On winter days the children have to strain their eyes in the darkened room and when it gets too dark they sit doing nothing until the class is dismissed. We haven't mentioned anything about sanitary accomodations, for we dare not, lest we be accused by the coal interests of trying to "spoil" these "hunkies" with extravagant notions, such as toilets with running water in place of the reeking, foul smelling wooden enclosures, that are placed about 20 yards from the building.

Very naturally the children are interested in everything but the "three Rs," for the capitalist class is not so much concerned with making them literate, as to propagate them to be willing slaves and good scabs. Therefore they employ the most inefficent teaching staff conceivable. It is readily understood that only the sons and daughters of the bourgeoisie ever get the chance to go through "college" in order to become "teachers," hence the capitalists have a monopoly on teachers after their own heart. The brutality and stupidity of these teachers is appalling. Reared in provincial towns most of these people are devoid of any semblance of social vision. All they recognize is brute force and wield the whipping rods unmercifully.

The children of the more advanced thinking workers are as much alive to the issues of the class struggle as their parents and in some instances display an even greater interest. The children openly discuss such matters as the Ku Klux Klan, which is rearing its vipers' head in this section, the American Legion, the Russian Revolution. and other live issues facing the workers. These discussions and debates between the children of the opposite camp and the "Red" children has resulted in the complete route of the reactionaries and has reached a point where the teachers and the principals are openly defending the institutions of capitalism. One child was brutally beaten with a gum-hose (a rubber hose about 3/4 in. in diameter) by his principal for giving a working class interpretation of Russia. Another child was roughly thrown against a seat, resulting in the breaking of one of his teeth, for defending the Bolsheviks against the Ku Klux Klan in an argument with a child sympathising with the Klan. The seventh and eigth grade children are holding daily discussions with their principal against his will. He is teaching both of these classes in the same room. (How he does it the writer fails to understand.) In one of their discussions with this man, who is reputed to be a fairly well-to-do person and who, it is alleged, owns considerable property in the same town the school is situated, the question of the Klan came up. He hypocritically pretended "neutrality" and when one of the junior members of the Y. W. L., pinned him down as to what he thinks of the Klan he said that "there are some things good in the Klan and some things he does not agree with." When he was further pressed to tell the class just what wasn't good about the Klan, he officiously ordered the boy to sit down, threatening him with a beating and warning him not to bring "any of this Boolshevick propaganda into the class.' Suffice it to say that the boy was temporarily vanquished, only to bring the question up again at some later time. Considerable time is taken up in the classes with the discussion of these vital problems, which is not only teaching them the movement, but also sharpening the class instinct and their fighting spirit.

Some of the juniors did not quite see their way about saluting the flag, which is supposed to stand for "liberty, equality and justice," because they had seen it employed in coal strikes as a symbol, not of democratic government but of the brutal class interests of the greedy coal operators. They put up a brave fight, but were ultimately forced to salute very unwillingly. One of the boys was signaled out by the principal for not saluting the flag with the "proper spirit" and threatened with a beating.

On another occasion the teacher whipped a boy for defending the "Roosians." He asked her why she does not beat the boy who defends the Klan. All he got in reply was a frown and a threat to "shut up."

Detailed incidents are too numerous to mention to point out the brazenness of the class character of these schools. The teachers and principal are amazed at the "audacity" and understanding these children have of the class struggle. It is a new thing to them and they are frankly stunned at the remarkable way in which the "kids" defend the workers. This surprise has very recently turned into fear and the school authorities are now not only using the gum-hose, but are threatening them with being sent to Morganza (a juvenile prison situated not far from Canonsburgh, Pa.), for daring to express an opinion contrary to the flag waving patriots. One boy, a young, wiry, Irish lad was told to 'go back to Roosia" for defending the "Reds" against the Klan. The boy answered this "educator" that he doesn't know exactly where he would send him. If he had the chance, whether it would be to an insane asylum, or to the Fiji islands.

The charge that our young rebels are not good students cannot be made against them by their teachers. The Red children "put it all over the Kluxers," one of the children expressed himself. The Bolshevik children sit on one side of the room (left) and the reactionary children on the right. The "lefts" always beat the "rights" in everything; spelling, geography and even capitalist history. In the field of sports the Bolshevik children are complete masters.

These children are not only putting up an organized fight in the schools, but are also engaged in assisting, in their limited manner, the older workers in their political struggle with the reactionaries. Recently the members of the junior section distributed 5,000 leaflets announcing a meeting being held under the auspices of the Chartiers Valley Central Labor Union, protesting against the removal of a Chief of Police and the placing of another in his place, who it is alleged was a strike breaker in West Virginia. These children are being initiated into the struggle while very young, for in a few years these school kids will be working and this preliminary training will be invaluable to them and to our movement.

The only summary we can make will be to quote the secretary of the junior group, "Gee, if it wouldn't be for the juniors those damn Kluxers would put it all over us."

The Red Youth The World Over

Because of the intensified anti-military activities of the Young Communist League of France, numerous comrades have been arrested and sentenced to jail or fine. Among them are Jacques Doriot, secretary of the league, and comrade Savin, the founder of the sport movement among the working class youth; both of them were sentenced to five months in jail apiece and a big money fine, However, this is not going to deter the young communists from continuing their work of undermining the military forces of French imperialism. The French league has already established 50 shop nuclei and the circulation of its bi-weekly organ, the Communist Young Guard, has topped the 7,000 mark. A drive is now going on to make our sister-organ a weekly paper.

ITALY.

The Young Communist League of Italy has recently gained the adherence of the left-wing young socialist organization, and the forces fighting against the Fascist dictatorship are now considerably strengthened. Excellent work is being carried on by the young communists among the students and their organizations. At the last session of the executive of the Young Communist International, the young communist delegate from Italy was advised to have the league form units in the shops and the trade unions, the latter having sunk from their former revolutionary stand to pawns in the hands of the blackshirted bandits. In spite of the difficulties of carrying on working class activity in Italy, the communists, young and old, are penetrating the suppressed masses with their agitation and signs are already visible of a change in the trades unions and among the masses of workers and peasants.

JUGO-SLAVIA.

The official organ of the Young Communist League of Jugo-Slavia, Omladinska Borba, (The Youth Struggle), published at Zagreb, has been entirely prohibited by the police, after having had numbers of the issues. stopped by the government. The Paschitch government being nothing but a tool in the hands of French imperialism squirmed under the fire of the young communist paper, especially when matters were brought to a head by the publication, in the last issue, of an expose of the arrests, persecutions and hangings of the workers by the reactionary Paschitch regime. This article, "1095 Days of Terror," was the direct cause for the prohibition of the publication of the paper. The organs of the Communist Party, Radnik (The Worker) and Borba (The Struggle) have not been suppressed as was the youth paper, the latter having been more agressive in its policy of attack on the tools of French capital.

News of the Leagues

WHOOPING UP IN ST. LOUIS DISTRICT.

Comrade Barney Mass, St. Louis district organizer of the league, is still busily engaged in putting the league on the map in southern Illinois. Branches are in the process of being organized in Benld, Valier and Springfield, Ill. The West Frankfort branch is active in the campaign for the protection of the foreign born. And St. Louis, as a sign of its rebirth, is being written up big in the capitalist press of that city. A staff cameraman of a motion picture news real service has asked to have the leagues photographed for his company.

Breaking into the movies, by cricky! That's what we're doing as a result of our activity. We are recognized as a strong factor among the youth of this country today.

Look At the Baby!

You would think that a young baby branch like Dillonvale, Ohio, would take some time to get on its real feet and get into activity. But they've done it right off the reel. Already they have a membership of 62, have organized a sprouting junior group which has named itself after our lost leader. Nicolai Lenin, are organizing a singing club, and have an orchestra composed of almost all leaguers. After running a dance, which netted a clear profit of $72, they divided the money between the national office of the league, the Labor Defense Council and the Daily Worker. How's that?

The Dillonvale branch contains mostly young miners, and you can expect a couple of nifty nuclei in a short time. You see, unlike some other branches, they have already sent in their industrial registration. How about yours?

Minneapolis Shoots Out Ahead.

Again we ask y'u, are we growing? Yes, replies Minneapolis. A new junior group of 50 was just organized. One of the league branches meets in the Mayor's reception hall! The Finnish Hall branch increases its membership about 5 each meeting. The open forum discussions of the league are drawing more and more from the outsiders. The bundle order of The Young Worker is increased appreciably. The Workers Party is helping considerably in the city and has promised to give aid in building up the district organization of the league. These are just bare facts, without any decorations, but they show just what one of our local branches can and is doing when it sets its mind to it. No kidding! Minnesota will soon be a hothouse of radicalism and the league will be the most brilliant and swiftest growing rose.

Twins—and Better.

On behalf of the League, the Young Workers presents our readers and sympathizers with a twin. Two new branches organized. One in Passaic, N. J., and the other one in Kenosha, Wis., which is reported on in another column. What's that you say, Al? Pardon me, dear reader, a comrade just whispered something over my shoulder. News has just been received that the Rickoff branch of the I. Y. P. S. L. voted to become a regular branch of the Young Workers League. Where, in the I. Y. P. S. L. the branch had only 12 members, it now has, since it entered the young communist organization, 20 members.

Our mistake. It wasn't twins we got. It was triplets. Bed pardon! Hope to do better next time.

T. U. E. L. BRINGS CHANCE TO YOUTH, WRITES BROWDER

By EARL R. BROWDER.
Editor, The Labor Herald.

It is not an accident that the young workers, particularly the members of the Y. W. L., are taking more and more active part in the Trade Union Educational League. The young workers generally can be depended upon to find out where the most interesting things are going on, especially when they learn that they can themselves take part in bringing interesting things to pass. In the T. U. E. L. the youth find a field for action, and they are taking advantage of it.

What is it that makes the T. U. E. L. interesting? It is the fact that here the young workers find themselves taking part in real life, learn the problems of labor organization, become acquainted with the conflicting forces at work within the labor movement, and become themselves a force within the trade unions. The educational work of the T. U. E. L. includes not only "what the labor movement is," but above all, "how to make the labor movement what it should be," and "how to make every militant young worker a powerful leader of the labor movement."

When the young worker joins a union and finds out its needs and how it can be improved, then soon, by working with the organized militants in the T. U. E. L., he finds that the union is gradually being improved and made more of a fighting organization. His voice and his vote and his services become, before his eyes, determining factors in making the change. Sometimes one young worker sees his own single vote, or his own speech, acting as the deciding power that swings a local union away from Gomperism and toward the class struggle and progress.

Participation and power in the labor movement is what the T. U. E. L. offers the young workers. And the young workers are giving the T. U. E. L. their boundless energy and enthusiasm. It is a good exchange for everyone concerned.

Join The Young Workers League!

Pacific Coast Leaguers and Juniors Showing Great Activity and Results

Not the least important function of the Young Workers League in Los Angeles is the supervision of the junior section, and in that respect our achievements assume no mean proportion. The youngsters, now over 150 in number, are preparing to celebrate the first anniversary of their organization and things are well under way for a real live affair in one of the largest halls in the city. The league has also been instrumental in organizing a junior section in San Pedro, a harbor town adjoining Los Angeles, where at their second meeting there were present seventeen very live young comrades. Our predictions are that you will hear more about the San Pedro juniors in the future.

In L. A. the juniors have just re-organized, electing a group leader for every ten members, and the recent increase in membership necessitates their meeting in four sections instead of in two, as formerly. They are having educational classes and instruction in dramatics, with revolutionary songs at the close of each meeting, and they sure can sing, they are second only perhaps to the Red Army, in singing "The Builders" or the "Internationale." Athletic sports are indulged in every Saturday afternoon, although in that field prominence has not yet been achieved. However, the juniors are just getting ready to surprise us in that respect in the near future.

Militant workers commit a crime when they do not send their children to the junior sections, as they permit, without any efforts to counteratc its sinister influence, the bourgeosie stamping mill, called the Educational System to mould their children into "Goslings," capitalist puppets.

To illustrate, the writer of this was present about a month ago to a class in dramatics, consisting of about 85 to 90 children. They were required to present in the form of a tableau or pantomime, any idea they may have; and so, groups of five or six would step into a small adjoining room, conceive and organize their presentation, and then act it out on the stage. All the other children, including the director, being ignorant beforehand as to what would be presented, would then have to interpret the tableau. The numerous tableaus presented were all on working class topics, such as a child's mind can conceive of. There was no prompting or pressure of any kind from any adult instructor, and therefore the spontaneous thoughts of the children along class lines proved conclusively that the child's mind once shown the way to real thinking can and will go through the fog and mists of the capitalist schools with its insidous propaganda, affecting it very negatively.

It is the duty of all league members who come in contact with children to make every effort to bring them into the junior sections. In Los Angeles the junior sections meet every Tuesday and Wednesday night, 7 P. M., at Brooklyn Hall, corner Brooklyn and Soto Sts. In other cities the meeting places of the junior groups can be easily ascertained, through various sources.

The children of the workers are the hope of the future. Will you let the bosses have them? To work then and form more **JUNIOR SECTIONS.**

College Produces Rah-Rah Boy Out of Union Organizer

By CARL HAESSLER.

WINNETKA, Ill.—Northwestern University has robbed the labor movement of at least one good union organizer, according to the boast of Walter Dill Scott, the advertising expert who heads the educational plant at Evanston. Scott was speaking in a wealthy home to a private audience of capitalists.

"We received a student who had been active in his union," Scott said. "He wanted to become a more effective labor organizer and came to take courses at Northwesten. Before he was through with his education he left the union, foreswore the labor movement and now is a successful capitalist. Education had broadened him and opened his eyes."

Fight, read and study today; rule tomorrow!

"POLIKUSHKA"

Leo Tolstoy's Immortal Story of Serfdom

Adapted to the Screen by

MOSCOW ART PLAYERS

starring

IVAN MOSKVIN

coming to

ORCHESTRA HALL, MARCH 10, 1924

under auspices of

The Friends of Soviet Russia and Workers' Germany

Room 307, 166 W. Washington St.

Proceeds for German Relief. Reserve Your Tickets Now

The Robots Are Coming to Chicago Again!

Watch For "R. U. R." In April

(Benefit, Labor Defense Council.)

"Polikushka" Comes To Chicago On March 19th

Unanimous praise of the screen play "Polikushka," Tolstoy's masterly story of serfdom, which is to be shown at Orchestra Hall on March 19th, makes additional long approval unnecessary.

In "Polikushka" you see Russian life under the feudal period as if you lived through it. For the two hours that the picture consumes you are transformed on the fairy wings of the movie projector to the brutal, yet colorful life of the Russians of the bitter period of serfdom.

It is certainly a treat to be afforded the pleasure of "Polikushka" after the miserable movie diet that we have known for so long. The picture is being shown under the auspices of the Friends of Soviet Russia and Workers' Germany; and we cannot forget while enjoying the picture that the proceeds go to the German relief.

SING! *SING!*

Not the prison but from the songs contained in

The March of the Workers

The song book de luxe.

The most modern, up-to-date collection of revolutionary working class songs ever put together between the covers of a music book. The old familiar favorites and brand new ones, brought together from the musical history of the workers all over the world. Get a number of them and see how lively your meetings become! Shoot in your orders pronto!

Large edition, with music, $1.00 each; 85c each in bundles.

Edition with words only, 25c each; 18c each in bundles.

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YOUNG WORKERS LEAGUE OF AMERICA

1009 N. State Street, Chicago, Ill.

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The Coming League Conference

As can be seen in another part of this issue, the National Executive Committee of the Young Workers League has issued a call for a conference of the league to be held in Chicago on May 30th, 31st and June 1st. The agenda for the conference is also reprinted.

Why a conference at this time?

Almost a year has passed since the second national convention of the Young Workers League, which laid the theoretical foundation for all the phases of our work of educational and political activity, in the field of trade union activity, of the economic struggle of the youth, of the organization of shop nuclei, of the work against capitalist militarism, the organization of the children of the working class into communist children's groups and various other of out vital activities.

In the period of time since the end of the last convention, the Young Workers League has grown in numbers and influence. New branches, larger circulation of our press and other literature, the success of our organizers has certainly shown that not only is there a big place for the league, but that it has entered that place to stay.

We have not been as successful in every thing as we wished to be. But when it is considered that we were up against a bristling mass of difficulties, the successes we have attained are very good indeed. Our energy was often thrown into support of working class activities in this country, which were not—that is, in the narrow sense of the word—strictly organizational matters. We were active in the drive for Russian relief, for the defense of the communists arrested in Michigan, and later for the Daily Worker and the German relief, which we are still supporting as vigorously as ever. We were handicapped, too, by finances.

In spite of these difficulties, we feel that we can point "with pardonable pride" to our successes. The league now counts 4,000 or more members. We have broken into the agricultural districts of Minnesota, Wisconsin and Michigan. We have made good headway in an even more important field: the coal mines of Pennsylvania and southern Illinois. Our junior groups movement, practically a brand new thing in American radical life, has made good. In what amounts to less than six months of organized activity, we have rallied about 3,000 rebel children to the banner of the communist groups. The Young Comrade has struck a welcome note of response among its readers, its circulation jumping every single day. The Young Worker has become a bi-weekly, thereby doubling, at least, its circulation automatically. It has improved technically and what is vastly more important, comrades are writing for it more and more.

The theoretical basis for our future work has already been laid down by the second convention, as mentioned above, and it will be the duty of the conference on May 30th to review our work of the past and plan out practical moves for the carrying on of our work in the future, in the light of the experiences of the past.

The comrades all over the country must immediately begin an intensified and earnest discussion of the agenda of the conference. It is their absolute duty to discuss the points separately and as a whole and express their opinions as to what practical measures should be taken in our daily work. The reports of the delegates and the discussions of the various local, district and national situations will be taken up in the course of the point on the agenda which is called the Report of the National Executive Committee.

The tasks of the league can be carried on only by the members of the league, and the members of the league must realize that it is their immediate concern as members of a young communist organization, to discuss and give their opinions on the campaigns and activities of our organization.

Prepare for the conference, comrades! The Young Worker's columns are now thrown open for discussion of the points on the agenda and they should be taken advantage of. Let the conference, which begins on May 30th, be made a milestone in the practical history of the Young Workers League of America!

On to the conference!

They That Teach

Today, friends, we shall speak about education. But first let us hear what an authority has to say about it. So we introduce Professor William C. Bagley, Professor of Education at Columbia University, who clears his throat and says:

"Nearly one-half of the 700,000 teachers who do the work of our elementary and high schools are young girls from 15 to 25 years old. They are not only immature—most of them are quite without training for their very responsible duties."

Now, you would think the educators of the children of this country would not be entrusted to the hands of immature and untrained girls. You may imagine that our schools exist for the purpose of teaching the children of the workers—for those constitute the majority of the pupils—with real ability. But you're wrong, all wrong.

The gentry that runs this country and its educational institutions is not interested in letting you know much. Too much even of the adulterated "knowledge" they pump you with may turn out to be dangerous for you. Who knows? It may make you think! It has happened, you know. What they do want to see is a steady, deliberate, planned and consistent flow of capitalist, anti-working class propaganda into your mental reservoirs. So long as you are taught the fundamental lie that this is a wonderful system of society; that you have a chance to become a lawyer or doctor, if you lie well enough; or a banker, if you steal well enough; or a successful business man, if you exploit the workers well enough; or even a president of the United States, if you fling the male cow w . . . e . . . .; so long as you are given to understand that what the bosses of this country do is right and what the workers of this country do is wrong—the capitalists who control the schools are satisfied.

They are not interested very much one way or the other whether or not you know the difference between a cube root, and an isoceles triangle, between a protozoan and a dinosaurus. But they are interested, oh, very, very much so, in producing willing, subservient, absolutely unrebellious and positively unthinking slaves who will be squeezed dry and flung on the industrial ash-heap when they can no longer be used with profit for the boss.

And to produce this type of graduate, it is not necessary to have teachers who are Platos or Socrates or Ferrers or Blonskys. For this purpose "young girls from 16 to 25 years old . . . immature . . . without training" are just the right kind of "teachers." The thoughts of this species of educators, male and female, can be hatched out, as Karl Radek says about Woodrow Wilson, without exercising any other portion of the anatomy than that required for a sitting posture.

We amend to read: Unless the arm has to be exercised in beating a rebel workers' child who dares to stand up in his class and speak up in the interests of the class of which he is a part.

Every Day, in a Different Way--

We are discovered—again! And every time we are "discovered" and "exposed" we shiver all up and down our spine to think that the great secret is a secret no more.

Of course, you know, we have been trying to keep quiet about the fact that we are a young communist organization; that we have a flourishing junior section; that we are fraternally affiliated with the Young Communist International; that we maintain close connections with the Workers Party of America. But—you can't fool the sleuths! No, sirree, Bob! They're slick, by heck! Every durn one of 'em!

This time, the Sherlock that discovered us is none other than R. M. Whitney, director of the Washington bureau of the American Defense Society. Maybe you remember the gentleman. Over a year ago he "exposed" the communist movement in this country, thru a series of articles in the Boston Transcript, articles which contained a greater collection of misinformation, stupidity, and unconscious humor that has yet appeared in connection with the radical movement.

Now, the honorable Whitney, with his keen mind, his unequalled analytical powers, and his fearless pen, has told the world that the Young Workers League has reported to the Young Communist International that it has 23 groups of children in 16 cities and that the league is getting the children actively engaged in the class struggle of the workers against their bosses and the latter's propaganda in the schools.

Think of it!

Dear Brother Whitney, if you had taken the trouble to buy our papers, you would have known all this and more by reading the information there.

And now we're going to tell professor Whitney something that will make his hair—if he has any left—stand on its hind legs. We now have 55 groups instead of 23, active in 37 cities instead of 16, taking in approximately 3000 workers' children and GROWING EVERY DAY! How's that? And by the time you expose us again on the basis of this information, we will have 100 groups in about as many cities, with a membership of at least 5000 rebel children, active in the fight to abolish a system which breeds smell-hounds like yourself.

We dote on "exposes." It's good publicity, really. So, Mr. Whitney, when you have recovered from the shock, wiped the foam from your lips and stopped tearing your hair, please, as a special favor, expose us some more.

SUBSCRIBE!
You'll find some things you havn't thought of in
THE YOUNG WORKER.

* * *

The actors association threatens to go on strike June 1. If they do the papers will again howl that the "public" is given no show.

* * *

"Germany's government has appointed an official teller of fairy stories. We don't apoint them. We elect them."

—Toledo Blade.

IMPROPAGANDA

John D. has been working 68 years says a news item. But it doesn't tell how many of us he has been working.

* * *

German young workers are starving!
SEND IN YOUR DONATIONS TO THE F. S. R.

THE BOY NEEDS A PILLOW FOR HIS BRAINS!

Prologue.

A well known member of the City Executive Committee of the Chicago League whose fame is not unknown even in the distant suburbs of Chicago like New York, passed the electric light button near his desk, sat down and then noticed the lack of light.

Dialogue.

Al (on noticing it): "Sonia, will you please switch on the light?"

Sonia: "What the -?|"|!"?—Why didn't you switch it on when you passed it?"

Al: "It just struck my mind when I sat down."

—OFFICE BEANE.

* * *

CURRENT FICTION.
(The Week's Best Smeller.)

"The steel corporation now has thousands of stockholding employees. Try to imagine how many workers would now be steel capitalists if Andrew Carnegie had never been able to accumulate the huge sums with which he equipped the industry."—Chicago Tribune.

* * *

In friendship we have offered Mexico our arms.—Now watch us squeeze that country between them.

* * *

Because we have new inventions we must not give up the old ones. Electricity superceded oil—
But it was oil that threw most light on our government.

* * *

According to Tom O'Flaherty (for whose honesty we vouch tho he's Irish) in the Daily Worker, the Chicago Evening Journal says Harry M. Daugherty is "as welcome as a skunk at a picnic."

Tom shouldn't repeat such comparisons. With this "Be kind to animals week" coming on, we should at least be fair to animals. A skunk is just naturally less odoriferous.

* * *

And now, instead of singing "Spring Is Here" by Mendelsohn, the famous duo, Doheny and Sinclair will sing, "Where Is Fall?"

—Moishe.

* * *

It is not until the stomach of the workers is so empty that his brains drop into it, that he starts to think.

—Convention Joe.

* * *
* * *

The base-ball season is on and despite all the talk of the American League and the National League—just "tell the world" about
THE
YOUNG
WORKERS
LEAGUE
—WALT CARMON, Impropagandist.

Birthdays In April of Political Prisoners

Birthdays in April of political prisoners confined in American "State" prisons, are announced by the Workers' National Prison Comfort Club, 2923 Chestnut Street, Milwaukee, Wisconsin, as follows:

At San Quentain Prison, San Quentin, Calif.
April 5, Jim Martin No. 37636; April 8, Fred Bamman, No. 38531.
April 25, Chas. Crowley, No. 38534.
At Walla Walla, Washington, Box 520
April 27, B. Bland, No. 9411.
At North Side Station, Pittsburgh, B-59, Box A-11387
April 25, Jos. Martinovich.
At Norfolk Couny Jail, Dedham, Mass., c/o Norfolk County Sheriff
April 23, Niccola Sacco.

Cora Meyer, National Secretary, invites friends and sympathizers to send birthday cards and letters (money is advisable for gifts) to these political prisoners. Books and publications must be sent directly from the publishers.

Francis E. McClennegen, from San Quentin writes: "Thanks to everybody whose cards and letters went to make my birthday a day to be remembered. Here's hoping that the workers who are coninually fighting each other over their ideas, put as much vigor into *united action* against their common enemy—Capitalism."

LENIN--GREATEST MAN OF WORLD HISTORY

By SIGI BAMATTER
(Moscow)

ON January 21st, like lightning from a blue sky came the news of the death of Lenin. Our most genial revolutionary leader is no longer with us. Lenin—the personification of the struggle of the oppressed of the whole world can no longer be counted amongst the living. What loss the death of Lenin means can only be understood if his significance for the whole of oppressed humanity is understood. No man in the world has ever enjoyed such universal confidence as our great Ilyitch. There is no personality in the history of mankind which has played a greater role on an international scale than Vladimir Ilyitch Lenin.

Lenin, Respected by Millions

There is no country in the world and no language in which the name of Lenin is not spoken with respect. Not even the mystic personality, the son of the carpenter of Nazareth, who was called the savior of mankind and the friend of all who labor and are heavily burdened, was able to fill such millions with that belief and that confidence in their true liberation, as the Moscovite Lenin, the son of the village teacher.

It is true that the Christian movement succeeded in persuading a number of heathen peoples that the salvation of humanity lay in Christianity, but hundreds of millions of non-Christians, the followers of Buddah, Mohammet and others are opposed to Christianity. Those pagans who do not quite believe in the Christian brotherly love of the British, French, Dutch and other "Christians" who oppress them, have nevertheless raised their eyes to Ilyitch, the Moscovite . . .

Lenin is the embodiment of the struggle for liberation from the Christian imperialist slavedrivers and imperialism for the black, brown and yellow slaves, even as he is for the white wage slaves the embodiment of their struggle for liberation from the yoke of capitalist wage slavery.

It is not my task to point to the merits of the great dead, nor to outline his work in the interests of the oppressed of the whole world. For that a more competent pen is necessary. I will try here only to show how Lenin was idolized as leader, as saviour of the suppressed of the whole world, by millions and millions of men in all countries and of all colors.

The Idol of the Masses

Shortly after the death of Lenin a discussion was opened in the university of Peking as to the identity of the greatest man in world history. Unanimously Lenin was named.

In the schools of the Dutch East Indies the children know the name of Lenin much better than they know that of "their" queen, Wilhelmine of Holland.

In a soldiers' film, "The Red Devils," which is at present showing in Russia, a negro plays a role. He is in his "home" in Africa and rests under a wonderful palm. A planter finds him there and beats him with a whip and drives him to work. The suffering negro succeeds in escaping from his "home" to the hospitality of Soviet Russia. He enters the Red Army. In the sleeping quarters there are pictures—of Marx, Trotzsky and Lenin. In the night the negro dreams of his "home" and the episode of the flogging. He awakens and stands in ecstacy before the pictures of the great leaders. **"They will liberate us too!"** he exclaims.

This is no phantasy. It is a fact that the name of Lenin is as well known in the Congo and on the Nile as it is in Iceland, China or Germany. The name of Lenin is as familiar and has the same good sound amongst the negroes in darkest Africa, who are driven to work with whips, as it has amongst the workers of Germany, who are shot down by Noske and Seeckt, and the workers of America, who are suffering from the persecutions of the Pinkertons. Just as the students of the Peking university have named Lenin as the greatest man of world history, so the slaves of Africa, the coolies of India and China, and the oppressed of the whole of Asia, Australia, Europe and America have recognized Lenin as their leader, as he, who has prepared the road for their liberation from slavery and suffering, the road which will lead them to a better world.

In every cottage where poverty reigns, in every factory where wage slaves toil, to create surplus value for the capitalists, in every country of the world, from Iceland to South Africa, from London to Shanghai and Tokyo, from Berlin to Rome, from Paris to New York and Mexico, from Constantinople to Madrid and Buenes-Aires—everywhere where there are oppressed and enslaved, the name of Lenin is borne in hearts of millions.

Lenin, a Saint to the Russian Peasants

We need hardly mention here, how respected, honored and worshipped was Lenin by the peasants of Russia. For them he was a saint. Father Lenin, they called him. Just as the workers of Russia call him simply Ilyitch, Tovaritch Ilyitch. And now Ilyitch has died. Millions and millions mourn for him.

Millions of the exploited and oppressed of all lands ask whether it can be really true that Lenin, OUR Lenin, has died. They cannot believe, cannot understand, the terrible news.

How ofter they have been told that Lenin had died, and now he is really dead. The brain of the world revolution has ceased to beat. What now? What shall we do without our leader?

The masses of workers and peasants have answered—"Let us continue to work in the spirit of Lenin! Let us continue to spread the spirit of Leninism! Now even more than before!"

Let the bourgeoisie of all countries triumph! Let their lackeys, the social democrats, secretly rub their hands and believe that at last "their" day has come for them to win the workers by their political tricks.

Lenin Is Dead But Leninism Lives

Lenin is dead. But Leninism lives on! Thousandfold and millionfold is its life. Oh! If only the creatures of the Second International, who considered the life work of Lenin as a crime against the seduced working class and who today send slimy diplomatic telegrams of sympathy, could see how the "seduced" workers and peasants of Russia swear on the grave of Lenin to continue the work in his spirit, and to go on with the work of Leninism to the victorious end . . .

Words are too weak to describe how the death of Lenin has awakened new forces in the workers and peasants masses, manifesting itself in the huge mass demonstration, in the endless processions of men, women and children, old, sick and cripples. This manifestation was a resounding slap in the face for the leaders of the Second International, a slap which will sound throughout the whole world, a slap to those who believe that with the death of Lenin, Leninism also had died. On the contrary, on the grave of Lenin thousands and millions of new fighters will arise who will work in his spirit. The capitalists and social democrats of all shades, who believe that their time has come, are mistaken. Lenin is dead, but Leninism lives. In millions and millions of workers' hearts in the oppressed masses of the East and of the colonies, in the peasants and the intellectuals, it lives in the belief that Lenin is the colossus who will lead them all towards a better future. The workers of all countries call energetically, "Now even more! We shall achieve it despite all! We shall be even more prepared for sacrifice in the interests of the struggle for liberation. Only Leninism can save us!"

Leninism Sstrengthens Russian Party

And in Moscow? Will the Party fall to pieces with the death of Lenin? Not so fast, you social democrats and menshevists of all countries! The death of Lenin has forged the masses into a solid block. There exists now but one tendency—Leninism. The opposition has declared that today there can only be the tendency of the N. E. C., which was that of Lenin!

Trotzky says: "The death of Lenin demands from us a uniform and united Party. No more discussion. There are only Leninists."

The mass march of the workers through the snowy street sof Moscow is the best guarantee that the workers and peasants of Russia are today less than ever before ready to move one finger's breadth from Leninism. In weather with the termometer at twenty to thirty degrees centigrade under freezing point, the masses surged through the streets of Moscow. The frozen snow cracked under their feet. Day and night, without interruption, the workers and peasants passed through the trade union house in which the body of Lenin was laying.

Russian Masses in Huge Demonstration

For hours they stood in the bitterly cold night, braving the wind and the snow, waiting for their turn to pay the last tribute to THEIR Ilyitch. Without ceasing, the procession grew, swollen by the demonstrating masses from the shops, schools and barracks. On the square before the trade union house and in the neighboring streets long queues eight deep were standing, men, women and children, the old and sick, soldiers, peasants, workers, professors, students.

All of them desired to see Ilyitch for the last time. No curiosity drove them to the Trade Union House, but honest love and admiration for Lenin, and the desire to express their faith in Leninism.

I could not help making a comparison with another burial that I witnessed—that of Edward VII., king of all the Britains and some millions of oppressed Indians and negroes.

The Workers' Leaders and a British King

It was in the summer of 1911 in London. The corpse of the crowned despot was paraded through the whole town, accompanied by a pomp and ceremony without equal. Everywhere special grand stands were built to permit those "curious" with the necessary cash on hand to see the spectacle better. The cheapest seat cost the trifle of 10 pounds! Some windows in the streets through which the "show" passed were rented to people for anything from 1,000 up to 3,000 and more pounds. And all that, to see how a crowned despot, an oppressor, a useless being, a tyrant over millions of English and Indian workers and peasants passed with all his surroundings, the trappings, the pride, and the panoply of the nobility and aristocracy of all lands following the catafalque in carriages of gold . . .

The contrast: Moscow, January, 1924. The dead body of the people's tribune is received in the station. No carriages of gold, no pompous robes, but simple workers and peasants in high felt-boots and in leather jackets and sheepskins. Beside me walks a peasant women in bast shoes (in 20 degrees under freezing point!). Cripples hobble on crutches in the procession. The coffin, draped with red cloth, is borne by men in the blouses of workers and peasants—people's commissars!

In the street stand the masses (in 20 degrees under freezing point!), improvised bands, workers from the shops, in their dirty working clothes play funeral marches. And thus the leader of the oppressed is carried to his grave . . .

No sentimental speeches, but mile-covered roofs and on the pavements stand the masses and mourn for their dead leader. Children press their little noses against the frozen windows. Women and girls cry silently. From the clubs of the Young Communist League sound the strains of the Russian funeral march.

Simplicity Marks Funeral

Here there are no breast-plated horsemen in three rows to mark the dividing line between the common people and the "chosen." Workers and peasants soldiers line the route. Soldiers of the militia (workers from the factories) mingle in one mass with the workers, holding self-discipline. As comrades to comrades. Everybody joins the procession. There is no sound of church bells, but the factory sirens, which usually call the workers for productive work, wail in mourning for the dead leader. This is the best funeral music for a leader who has devoted his whole life to the liberation of the workers from oppression and wage slavery.

No sentimental speeches, but militant slogans sound from the lips of those the great Ilyitch has left behind him. No sanctimonious mourning services in the churches, but powerful mass demonstrations. No hollow phrases, but rousing demands are on the red banners. And thus the proletariat mourns for its leader. We are no sentimentalists, but when the death of Lenin is accompanied by many tears, this is but a sign how great the loss is felt by the masses of Russia. The peasants, who lived near the estate where Lenin passed his last days and who met him very often, cried when they heard of his death. A divisional commander of the Red Army, a veteran of many battles, could not read the government bulletin to the end, the tears welled in his eyes and the words choked in his throat.

These are no sentimentalities. These are only proofs of love and admiration for Lenin.

Our Monument to Lenin

And now he is dead. But his spirit continues to live among us and in us. The world proletariat will build him a monument more lasting than the most enduring marble—the world revolution, which will liberate the entire humanity from suffering and slavery.

On his grave we swear to work even harder, so that the aim of his life, so that the work that he has commenced, will soon be completed.

Let Us Carry On His Work

Lenin is dead. Let us continue Leninism until the red flag, for which he has sacrificed his life, shall raise itself in all countries on the ruins of the despotism of capitalist society.

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Many Thousands of Canadian Workers Celebrate May Day

Nova Scotia Miners Parade

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In spite of all these things the May-Day demonstration was a huge success. The miners paraded under their banners, the miners' wives organized in the Women's Labor Clubs had a section of their own, and the school children marched under their banner which declared: "The Working Class Youth are the future rulers of the world!" Altogether more than twenty-five hundred men, women and children participated in the demonstration. Prior to the starting of the parade many rumors were rife that the police had been instructed to seize all red flags carried on the parade. But this did not prevent the parade being headed by a large red flag, and Phalen Local carried a huge scarlet banner with the hammer and sickle of Soviet Russia emblazoned upon it. The police made no attempt to interfere with the parade, but the "leading citizens" of the town staunch supporters of the church and Besco, suffered terribly because of the success the miners made of their demonstration.

Following the parade a mass meeting was held in the Savoy Theatre which was jammed to suffocation to hear the revolutionary singing and speeches. The Young Workers' Choir, composed of forty young boys and girls, lead the singing and thrilled the great audience. The presence of the youth in the May-Day demonstration marks a great step forward for the revolutionary movement in Glace Bay. In spite of the plotting threats and badgering of the school authorities the children lined up with their parents throughout the day. And in spite of the opposition of all the reactionary capialist forces there will be a Young Communist League organized before next May-Day.

The speeches at the meeting were delivered by Jim McLachlan, Annie Buller of Montreal, and Tom Bell. They reviewed the struggles of the of the workers against capitalism during the past and pointed the road to be travelled by the workers toward the final struggle for the restruction of capitalism.

The great May-Day demonstration of teh miners of Glace Bay shows that they are still forging ahead in the struggle in spite of all opposition. During the past year the miners have fought against their exploiters and the capitalist governments of this country. Their political strike of last July was defeated by the coalition of the armed forces of the Federal and Provincial Governments along with John L. Lewis, the reactionary president of the U.M.W. of A. Since the July strike Lewis has done his best to crush the fighting spirit of the Cape Breton miners but he has failed as the miners showed in their May-Day demonstration. This May-Day in Glace Bay inspired all those who participated in it and brought several new recruits into the ranks of the local organization of the Communist Party of Canada.

Edmonton Stages its Greatest in Years

Edmonton, Alta.—H. M. Bartholomew, representing the Communist Party, in addressing three thousand persons at an open air meeting in the City Market Square at the close of a May-Day parade declared, "It is up to the representatives of the House-of-Have-Nots to reach out and take control of their jobs, to control the factories, and take all power into their own hands."

The demonstration was one of the largest held in the city for several years. Men, women and children participated, and the four-abreast column was stretched out over four and a half blocks and included over three thousand persons. They carried placards reading: "We have nothing to lose but our chains," and "We have the world to gain."

The parade was led by George Latham, president of the Canadian Labor Party; Aledman James Findlay; H. M. Bartholomew, of the Communist Party; and J. Lakeman, chairman of the joint committee. All of these spoke at the open air meeting as well as A. Farmilo, president of the Edmonton Trades and Labor Council; J. Sitic, of the Ukrainian Labor Temple Association, who spoke in Ukrainian; Dr. Frank Crang, of the Labor section of the Edmonton School Board and Mrs. Millard, of the Canadian Labor Party.

The speakers one by one mounted a motor truck under one of the big electric lights on the market square and called upon the crowd for support in theorganization of Labor.

Mr. Latham, who acted as chairman, appealed for solidarity of the workers in the industrial and political field and urged united effort in every way in order to bring about the desired results.

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The Montreal workers do not hide their May-Day light under a bushel. Headed by Comrade Michael Buhay, a mile-long procession swung through the main thoroughfare of the city to the stirring strains of revolutionary marches. As in previous years, the workers' parade was brutally attacked by the police. At the Ontario St. intersection of St. Lawrence Boulevard, mounted and foot police attacked the red standard-bearers. In place of the confiscated banners, hundreds of small red flags appeared in the ranks of the exultant marchers. R flying squadron of police again made an onset when the procession turned onto Craig St. Another police cordon was tationed at St. Lawrence Boulevard. But the masses preseved their revolutionary elan, and in the evening, thousands gathered to listen to the May-Day addresses at Prince Arthu Hall.

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C.L.P. Takes a Hand

The question was raised on the floor of the Edmonton Council of the Canadian Labor Party at its last meeting. As usual in such matters, the Communists took the lead. W. Long introduced a resolution pledging support of the C.L.P. to the miners in their gallant struggle against company controlled towns and protested against the heartless eviction of workers at a time when the miners are on strike and the labor market is hopelessly overstocked.

The resolution provoked a prolonged discussion. But the Communists insisted that the party should support every section of the workers in their every-day struggles against capitalism. Comrade Mrs. Mallard, was particularly powerful in her brief speech on this question, and insisted that the C.L.P. should either fight now, or go out of business. "Pie in the sky is all very well," she said, "but this party must do its best to assist the workers in their fight for pie here and now."

Eventually the resolution carried and the secretary was instructed to write all units of the C.L.P. in the province of Alberta, asking for their unqualified support.

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"Down with evictions! Down with the company towns!" Here are the rallying cries for the workers of Alberta in the next few weeks.

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Boston.—Expulsion of members of the Trade Union Educational League from the union locals by officials of the International Ladies' Garment Workers' Union is one of the controversial issues before delegates to the binennial convention of the union in session in Boston. A labor party and alliance with the conference for progressive political action convention in Cleveland; adoption of a union label; release of political prisoners; action against injunctions, the Ku Klux Klan, and Fascism are other matters before the convention. Revision of the union's constitution has been recommended by the executive board.

"The T.U.E.L. issue probably will not arise directly but indirectly over the vote to seat delegates," Secretary Abraham Baroff told the Federated Press. "It is a dual union to which we cannot allow our members to belong. Unless the convention upholds the action of the officials in expelling league members, the board will doubtless resign—certainly I shall," Baroff added.

Charges of dual unionism are repudiated by the expelled members and others who point to their long and active membership in the union and their election to joint boards by the rank and file as proof of their loyalty and value to the I.L.G.W. They charge the officials with conservatism and fear of a militant program for amalgamation, a class labor party, and workers' control through the shop delegate plan. Their expulsion was brought about by autocratic methods of the international officials in defiance of the rank and file, they claim.

Edmonton, Alta.—The Y.M.C.A. of this city is in difficulties. It appears that this institution has gotten into the hands of a gang of local babbittry who hold sundry mortgages to the tune of tens of thousands of dollars. The result is a drive for money on a large scale that this needed institution may be saved "for democracy."

It is an example not of dollar democracy, but of cash Christianity.

German Communists Score Great Triumph--4 Million Ballots for Revolution

Collapse of the Socialists—Lose Eighty Deputies—Ruhr, Saxony Thuringia, Berlin and Other Industrial Centres Give Red Majorities.

GERMAN FOREIGN OFFICE CALLS COMMUNIST SUCCESSES "TERRIFYING"—MEAN BLOW AT THE DAWES SLAVE-SCHEME AND FIGHT AGAINST VERSAILLES "PEACE"

Outlawed and persecuted for months, its press suppressed and its best propagandists imprisoned, the Communist Party of Germany nevertheless registered an overwhelming victory at the Reichstag elections. Over four million workers cast their votes for the revolutionary Communist slogans, the German Soviet Republic, a Workers' Dictatorship, a military and political alliance with Soviet Russia. The proletariat of the Ruhr, most buffetted by nationalistic propaganda, nevertheless went Bolshevik red. Saxony, Thuringia, Berlin, the industrial centres throughout the country went red. The victory of Communism was a resounding defeat for the traitorous Social-Democracy. The Socialist representation collapsed from 180 deputies in the last Reichstag to about a hundred. The Communist representation went up from seven to about seventy.

May well the German Foreign Office call the Communist success "terrifying," for Parliament does not mean to the Communists what it means to the reformists and Social-Democrats—a pleasant place to draw a salary from while co-operating with the bourgeoisie to stifle the working class. The Communist Party proclaimed throughout the election that the parliamentary campaign was a means of rousing the workers to the need of mass-action outside of parliament. The seventy Communists in the Reichstag will be seventy propagandists to raise the clarion call of the German Revolution. The German elections have not settled the least of the real issues that confront the country—allied slave-scheme and capitalist enslavement of the German working class through the Dawes report, or the working class revolution to destroy both the Treaty of Versailles and German capitalism.

The majority of the German workers have registered their acceptance of Communist leadership. The Communist Party of Germany has become powerful enough to lead the workers to the revolutionary struggle without compromise.

The election victory of the German Communists is the prelude to the decisive struggle for power. Up Communism!

Central Political Council in Halifax

Halifax, N.S.—The first meeting of Labor's Central Council for Political Action by the Executive Commitee of the Trades and Labor Council. All affiliated locals of the Council, as well as the Communist Party, the Co-operative Society and other Labor groups were invited to send delegates.

The decision to form such council arose out of a report from a special committee appointed by the Trades Council to consider the advisability of Labor taking political action to secure better social and economic conditions. The formation of such a council will unite all Labor groups under one central organization, affiliated with the Nova Scotia branch of the C.L.P., and through it with the national body.

In view of the possibility of both a provincial and Federal election,, the formation of such a Council cannot come too soon, and the organized workers of Halifax are advised to get together for the purpose of forming a strong Labor Party in this district.

More Democracy

Leslie Newton, of the Toronto unemployed; a married man with a family, was offered a job on a farm at $50.00 per month. Refusing the job he was arrested for vagrancy, and sentenced to six months.

Such is democracy! Work at the bosses' price or go to jail.

Ottawa, Ont.—An order-in-Council has been passed appointing Melville P. White, of the Canadian General Electric Company, Toronto, a delegate representing employers, and Tom Moore, President of the Trades and Labor Congress of Canada, as representing workers at the annual conferenceof the League of Nations international Labor organization at Geneva, opening on June 16th.

Corporations Sabotage "Peoples" Legislation

Edmonton, Alta.—The provincial legislature has been confronted with grave financial problems for some years, and in an effort to extricate itself from the mess it passed a Mineral Tax Act. From this tax it was expected to raise $300,000 per year and thus give the provincial treasury a much-needed boost.

But the C.P.R., the Hudson's Bay Company, and several other large land-owning corporations took strong objections to the tax. It transpires that the C.P.R. and the Hudson's Bay Company own millions of acres of the finest mineral land in the province of "sunny Alberta" and the tax would result in "material hardship" to the poor shareholders of these large corporations. A strong "kick" was registered at Ottawa, and every effort was made to get the Department of Justice to act in the matter.

Now the said Department is by no means badly disposed to the interest of the C.P.R.—not so long since was presided over by that champion of democracy, Sir Lomer Gouin of many and diverse corporations. Today its presiding genius is another minion of the banking barons.

It must also be known that the Minister of Justice possesses the power to veto any legislation passed by the representatives of the "dear people" in the provincial "gas houses."

The stage was set and the actors took their places. The result is that the Alberta Act is declared ultra vires and it cannot be placed upon the Statute Books of the Province. The reason given was that the Act was "confiscatory" in character.

The provincial "gas bags" are reported to be highly indignant. For weeks they debated the matter pro and con, and then expressed the wishes of the "dear public." Now come the banking barons and upset the parliamentary applecart.

Women Workers Discuss Minimum Wage

A meeting of women workers was held in the Labor Temple, Toronto, recently. The meeting was called under the auspices of the organization committee of the Toronto Trades and Labor Council.

The object of the meeting was to give the working women and girls of Toronto an opportunity to express their opinions of the minimum wage rate of $12.50 which has been fixed by the Minimum Wage Board for women workers in all branches of industry and nearly all occupations.

Mrs. Whalley, a member of the Toronto Women's Labor League, presided. She stated that Dr. MacMillan, chairman of the Ontario Minimum Wage Board, hearing that the meeting was to be held, had asked permission to address it. This permission had been given and Dr. MacMillan would be the first speaker.

Dr. MacMillan's remarks brought forth questions from many of the women. The lively discusion which followed showed that the women considered, that not only should the budget, upon which the minimum wage was fixed, be revised, but that the application of the Minimum Wage Law by the employers of women workers needed serious investigation.

The result was all agreed that each and every one present should raise her voice and urge every working girl and woman to organize. The women realized that self protection through their own unions was a far better method of settling wage disputes than by leaving them to the discretion of a Minimum Wage Board.

Dr. MacMillan's opening remarks referred to the impossible employe and the impossible radical worker, these were unreasonable. He stated present rate had done the underpaid workers. He appealed to them to support the Minimum Wage Board.

Mr. Fulton, a member of the Book-Bindery Workers' Union, speaking for the women members of the union said he did not desire to belittle the good work done by the Board. He wished, however, to point out that the Budget drawn up by the Board was faulty. It omitted several necessary articles of apparel, it underpriced such articles as boots, and ignored insurance which every working girl was compelled to carry in order to tide them over periods of sickness. The that he did not consider the minimum rate of $12.50 a good rate, but it was a fair rate when compared with the average income of the average working class family of five, which ranged anywhere between $45 and $30 per week.

He refuted the contention that the minimum rate was becoming the maximum rate of wage for women workers. He referred to the increases in the wages of the textile workers during 12922-23.

He appealed to the girls to think of their sisters, who, before the Board fixed the rate at $12.50 per week, had received only $8.00 and even less per week. He considered the loss to a few highly paid workers was as nothing compared with the good the budget prepared by the union amounted to $15.45, even this was very moderate. He stated, with emphasis, that the Board must revise its budget.

nOe working girl maintained that foreign women workers, not knowing anything about the minimum wage, were deliberately robbed by some employers, she gave the name of one firm as a proof. She maintained that the factory inspectors were not doing their duty.

Another worker stated that in these days many women were the breadwinners of the family and had to assist in the maintenance of family and home, therefore it was wrong to contend that women were responsible for their own needs only.

An unemployed woman worker said she often had to be satisfied with two meals a day and even one in order to eke out her wage, she asked what she could od now she was unemployed.

A girl in the audience retorted she would not go without, she would take if she could not buy. She claimed that three meals a day were neces-

(Continued on page 4)

U.S. Farmer-Labor Convention

St. Paul, Minn.—Interest in the National Farmer-Labor Convention to be held here on June 17th, is rapidly increasing as the time for the meeting approaches, according to information given out from the office of the Arrangement Committee. From all sections of the country, letters of endorsement and credentials are being received. Many State parties have written in signifying their intention of being represented at the convention. In other States, conventions are being called for the purpose of organizing Farmer-Labor Parties, and sending delegates to St. Paul on June 17th.

Spectacular Parade Planned

The farmers and workers of South Dakota are planning a rather unique method of getting a large representation to the convention from their state. They plan on assembling at a central point near the Minnesota line and thereform an automobile parade across Minnesota with their cars all dolled up with banners expressing their views of the economic problems confronting them. They expect in this way to bring at least one hundred delegates, many of whom will bring their camping equipment with them to save expense. Tom Ayres, Farmer-Labor candidate for United States Senate of South Dakota, and a member of the National Arrangements Committee, is supervising the organization of the parade.

The Farmer-Labor Party of Colorado, which up until now has been affiliated with the old National Farmer-Labor Group, headed by John Fitzpatrick and J. G. Brown of Chicago, writes in stating that after due consideration by their organization, they have decided to send a full delegation to St. Paul on June 17th. They state, "having due regard for the opinions of the National Farmer-Labor Party, to which we owe allegiance, we, nevertheless, see fit to attend in a body at the St. Paul convention."

To Form B.C. Labor Party

Vancouver, B.C.—At last it would seem that the various forces of the Labor movement are making an earnest attempt to co-ordinate their efforts for the purposes of presenting a united front in the political arena. Recently a most representative meeting of delegates from the various industrial unions and Labor political bodies, was held in the Trades and Labor Council's hall, Holden building. The meeting was unanimous in its approval of the idea of the formation of a provincial section of the Canadian Labor Party in British Columbia. The constitution of the Ontario section was adopted as a provisional constitution for this section until next meeting which is to be held on May 31st.

The following provisional officers were chosen to carry on the further organization of the movement: President, W. H. Cottrell; Vice-president, H. Neelands; Secretary, S. Hunt; Trustees, Messrs. Sorley, Dunn and Floyd.

At an early date after the next meeting, which is to be held on May 31st, a nominating convention will be called for the purpose of endorsing candidates whose names will be submitted from the various affiliated bodies.

Halifax T.C. Protests Coolie Labor

Halifax, N.S.—A special meeting of the Halifax Trades and Labor Council was held recently for the purpose of registering a protest against the action of the British Empire Steel Corporation in importing Chinamen to take the places of Nova Scotia seamen on board of Besco's ships.

President William Furzey presided, and explained the object of the meeting. Besco had imported a number of Chinamen, he said, and Nova Scotians had been dismissed. If the company was allowed to import foreigners to man its ships, the time would come when other cheap labor would be brought into the mines, in the steel works and other industries.

The resolution adopted declared that immediate steps be taken to have the Provincial Executive of the Trades and Labor Congress of Canada take up this matter, and the secretary at once communicate with the Minister of Immigration informing him of this protest. And also to inform the executive of the Dominion Trades Congress of the action of the Halifax Trades and Labor Council, thereby making it a national issue from coast to coast.

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Boston.—Expulsion of members of the Trade Union Educational League from the union locals by officials of the International Ladies' Garment Workers' Union is one of the controversial issues before delegates to the binennial convention of the union in session in Boston. A labor party and alliance with the conference for progressive political action convention in Cleveland; adoption of a union label; release of political prisoners; action against injunctions, the Ku Klux Klan, and Fascism are other matters before the convention. Revision of the union's constitution has been recommended by the executive board.

"The T.U.E.L. issue probably will not arise directly but indirectly over the vote to seat delegates," Secretary Abraham Baroff told the Federated Press. "It is a dual union to which we cannot allow our members to belong. Unless the convention upholds the action of the officials in expelling league members, the board will doubtless resign—certainly I shall," Baroff added.

Charges of dual unionism are repudiated by the expelled members and others who point to their long and active membership in the union and their election to joint boards by the rank and file as proof of their loyalty and value to the I.L.G.W. They charge the officials with conservatism and fear of a militant program for amalgamation, a class labor party, and workers' control through the shop delegate plan. Their expulsion was brought about by autocratic methods of the international officials in defiance of the rank and file, they claim.

Edmonton, Alta.—The Y.M.C.A. of this city is in difficulties. It appears that this institution has gotten into the hands of a gang of local babbittry who hold sundry mortgages to the tune of tens of thousands of dollars. The result is a drive for money on a large scale that this needed institution may be saved "for democracy."

It is an example not of dollar democracy, but of cash Christianity.

German Communists Score Great Triumph--4 Million Ballots for Revolution

Collapse of the Socialists—Lose Eighty Deputies—Ruhr, Saxony Thuringia, Berlin and Other Industrial Centres Give Red Majorities.

GERMAN FOREIGN OFFICE CALLS COMMUNIST SUCCESSES "TERRIFYING"—MEAN BLOW AT THE DAWES SLAVE-SCHEME AND FIGHT AGAINST VERSAILLES "PEACE"

Outlawed and persecuted for months, its press suppressed and its best propagandists imprisoned, the Communist Party of Germany nevertheless registered an overwhelming victory at the Reichstag elections. Over four million workers cast their votes for the revolutionary Communist slogans, the German Soviet Republic, a Workers' Dictatorship, a military and political alliance with Soviet Russia. The proletariat of the Ruhr, most buffetted by nationalistic propaganda, nevertheless went Bolshevik red. Saxony, Thuringia, Berlin, the industrial centres throughout the country went red. The victory of Communism was a resounding defeat for the traitorous Social-Democracy. The Socialist representation collapsed from 180 deputies in the last Reichstag to about a hundred. The Communist representation went up from seven to about seventy.

May well the German Foreign Office call the Communist success "terrifying," for Parliament does not mean to the Communists what it means to the reformists and Social-Democrats—a pleasant place to draw a salary from while co-operating with the bourgeoisie to stifle the working class. The Communist Party proclaimed throughout the election that the parliamentary campaign was a means of rousing the workers to the need of mass-action outside of parliament. The seventy Communists in the Reichstag will be seventy propagandists to raise the clarion call of the German Revolution. The German elections have not settled the least of the real issues that confront the country—allied slave-scheme and capitalist enslavement of the German working class through the Dawes report or the working class revolution to destroy both the Treaty of Versailles and German capitalism.

The majority of the German workers have registered their acceptance of Communist leadership. The Communist Party of Germany has become powerful enough to lead the workers to the revolutionary struggle without compromise.

The election victory of the German Communists is the prelude to the decisive struggle for power. Up Communism!

Central Political Council in Halifax

Halifax, N.S.—The first meeting of Labor's Central Council for Political Action by the Executive Commitee of the Trades and Labor Council. All affiliated locals of the Council, as well as the Communist Party, the Co-operative Society and other Labor groups were invited to send delegates.

The decision to form such council arose out of a report from a special committee appointed by the Trades Council to consider the advisability of Labor taking political action to secure better social and economic conditions. The formation of such a council will unite all Labor groups under one central organization, affiliated with the Nova Scotia branch of the C.L.P., and through it with the national body.

In view of the possibility of both a provincial and Federal election,, the formation of such a Council cannot come too soon, and the organized workers of Halifax are advised to get together for the purpose of forming a strong Labor Party in this district.

More Democracy

Leslie Newton, of the Toronto unemployed; a married man with a family, was offered a job on a farm at $50.00 per month. Refusing the job he was arrested for vagrancy, and sentenced to six months.

Such is democracy! Work at the bosses' price or go to jail.

Ottawa, Ont.—An order-in-Council has been passed appointing Melville P. White, of the Canadian General Electric Company, Toronto, a delegate representing employers, and Tom Moore, President of the Trades and Labor Congress of Canada, as representing workers at the annual conferenceof the League of Nations international Labor organization at Geneva, opening on June 16th.

Corporations Sabotage "Peoples" Legislation

Edmonton, Alta.—The provincial legislature has been confronted with grave financial problems for some years, and in an effort to extricate itself from the mess it passed a Mineral Tax Act. From this tax it was expected to raise $300,000 per year and thus give the provincial treasury a much-needed boost.

But the C.P.R., the Hudson's Bay Company, and several other large land-owning corporations took strong objections to the tax. It transpires that the C.P.R. and the Hudson's Bay Company own millions of acres of the finest mineral land in the province of "sunny Alberta" and the tax would result in "material hardship" to the poor shareholders of these large corporations. A strong "kick" was registered at Ottawa, and every effort was made to get the Department of Justice to act in the matter.

Now the said Department is by no means badly disposed to the interest of the C.P.R.—not so long since was presided over by that champion of democracy, Sir Lomer Gouin of many and diverse corporations. Today its presiding genius is another minion of the banking barons.

It must also be known that the Minister of Justice possesses the power to veto any legislation passed by the representatives of the "dear people" in the provincial "gas houses."

The stage was set and the actors took their places. The result is that the Alberta Act is declared ultra vires and it cannot be placed upon the Statute Books of the Province. The reason given was that the Act was "confiscatory" in character.

The provincial "gas bags" are reported to be highly indignant. For weeks they debated the matter pro and con, and then expressed the wishes of the "dear public." Now come the banking barons and upset the parliamentary applecart.

Women Workers Discuss Minimum Wage

A meeting of women workers was held in the Labor Temple, Toronto, recently. The meeting was called under the auspices of the organization committee of the Toronto Trades and Labor Council.

The object of the meeting was to give the working women and girls of Toronto an opportunity to express their opinions of the minimum wage rate of $12.50 which has been fixed by the Minimum Wage Board for women workers in all branches of industry and nearly all occupations.

Mrs. Whalley, a member of the Toronto Women's Labor League, presided. She stated that Dr. MacMillan, chairman of the Ontario Minimum Wage Board, hearing that the meeting was to be held, had asked permission to address it. This permission had been given and Dr. MacMillan would be the first speaker.

Dr. MacMillan's remarks brought forth questions from many of the women. The lively discusion which followed showed that the women considered, that not only should the budget, upon which the minimum wage was fixed, be revised, but that the application of the Minimum Wage Law by the employers of women workers needed serious investigation.

The result was all agreed that each and every one present should raise her voice and urge every working girl and woman to organize. The women realized that self protection through their own unions was a far better method of settling wage disputes than by leaving them to the discretion of a Minimum Wage Board.

Dr. MacMillan's opening remarks referred to the impossible employe and the impossible radical worker, these were unreasonable. He stated present rate had done the underpaid workers. He appealed to them to support the Minimum Wage Board.

Mr. Fulton, a member of the Book-Bindery Workers' Union, speaking for the women members of the union said he did not desire to belittle the good work done by the Board. He wished, however, to point out that the Budget drawn up by the Board was faulty. It omitted several necessary articles of apparel, it underpriced such articles as boots, and ignored insurance which every working girl was compelled to carry in order to tide them over periods of sickness. The that he did not consider the minimum rate of $12.50 a good rate, but it was a fair rate when compared with the average income of the average working class family of five, which ranged anywhere between $45 and $30 per week.

He refuted the contention that the minimum rate was becoming the maximum rate of wage for women workers. He referred to the increases in the wages of the textile workers during 12922-23.

He appealed to the girls to think of their sisters, who, before the Board fixed the rate at $12.50 per week, had received only $8.00 and even less per week. He considered the loss to a few highly paid workers was as nothing compared with the good the budget prepared by the union amounted to $15.45, even this was very moderate. He stated, with emphasis, that the Board must revise its budget.

nOe working girl maintained that foreign women workers, not knowing anything about the minimum wage, were deliberately robbed by some employers, she gave the name of one firm as a proof. She maintained that the factory inspectors were not doing their duty.

Another worker stated that in these days many women were the breadwinners of the family and had to assist in the maintenance of family and home, therefore it was wrong to contend that women were responsible for their own needs only.

An unemployed woman worker said she often had to be satisfied with two meals a day and even one in order to eke out her wage, she asked what she could od now she was unemployed.

A girl in the audience retorted she would not go without, she would take if she could not buy. She claimed that three meals a day were neces-

(Continued on page 4)

U.S. Farmer-Labor Convention

St. Paul, Minn.—Interest in the National Farmer-Labor Convention to be held here on June 17th, is rapidly increasing as the time for the meeting approaches, according to information given out from the office of the Arrangement Committee. From all sections of the country, letters of endorsement and credentials are being received. Many State parties have written in signifying their intention of being represented at the convention. In other States, conventions are being called for the purpose of organizing Farmer-Labor Parties, and sending delegates to St. Paul on June 17th.

Spectacular Parade Planned

The farmers and workers of South Dakota are planning a rather unique method of getting a large representation to the convention from their state. They plan on assembling at a central point near the Minnesota line and thereform an automobile parade across Minnesota with their cars all dolled up with banners expressing their views of the economic problems confronting them. They expect in this way to bring at least one hundred delegates, many of whom will bring their camping equipment with them to save expense. Tom Ayres, Farmer-Labor candidate for United States Senate of South Dakota, and a member of the National Arrangements Committee, is supervising the organization of the parade.

The Farmer-Labor Party of Colorado, which up until now has been affiliated with the old National Farmer-Labor Group, headed by John Fitzpatrick and J. G. Brown of Chicago, writes in stating that after due consideration by their organization, they have decided to send a full delegation to St. Paul on June 17th. They state, "having due regard for the opinions of the National Farmer-Labor Party, to which we owe allegiance, we, nevertheless, see fit to attend in a body at the St. Paul convention."

To Form B.C. Labor Party

Vancouver, B.C.—At last it would seem that the various forces of the Labor movement are making an earnest attempt to co-ordinate their efforts for the purposes of presenting a united front in the political arena. Recently a most representative meeting of delegates from the various industrial unions and Labor political bodies, was held in the Trades and Labor Council's hall, Holden building. The meeting was unanimous in its approval of the idea of the formation of a provincial section of the Canadian Labor Party in British Columbia. The constitution of the Ontario section was adopted as a provisional constitution for this section until next meeting which is to be held on May 31st.

The following provisional officers were chosen to carry on the further organization of the movement: President, W. H. Cottrell; Vice-president, H. Neelands; Secretary, S. Hunt; Trustees, Messrs. Sorley, Dunn and Floyd.

At an early date after the next meeting, which is to be held on May 31st, a nominating convention will be called for the purpose of endorsing candidates whose names will be submitted from the various affiliated bodies.

Halifax T.C. Protests Coolie Labor

Halifax, N.S.—A special meeting of the Halifax Trades and Labor Council was held recently for the purpose of registering a protest against the action of the British Empire Steel Corporation in importing Chinamen to take the places of Nova Scotia seamen on board of Besco's ships.

President William Furzey presided, and explained the object of the meeting. Besco had imported a number of Chinamen, he said, and Nova Scotians had been dismissed. If the company was allowed to import foreigners to man its ships, the time would come when other cheap labor would be brought into the mines, in the steel works and other industries.

The resolution adopted declared that immediate steps be taken to have the Provincial Executive of the Trades and Labor Congress of Canada take up this matter, and the secretary at once communicate with the Minister of Immigration informing him of this protest. And also to inform the executive of the Dominion Trades Congress of the action of the Halifax Trades and Labor Council, thereby making it a national issue from coast to coast.

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TORONTO, SATURDAY, MAY 17th, 1924.

Autonomy for Canadian Unionism

THE Canadian section of the Trade Union Educational League has just issued a leaflet on the Autonomy question that should be read by every trade unionist in the country. The Nova Scotia strike last year brought this issue into glaring relief. At the Trades Congress the issue was misrepresented by the stand-patters

The leaflet makes telling points. With the whole or the great majority of the organized workers affiliated to a representative Trades Congress, we might claim to have achieved some unity in our trade union movement. At the present, less than half the workers of the Dominion are so affiliated, and the rest are divided into wrangling groups. The Trades Congress must become a real centre of power. The next point is that the Canadian "ends" of the Internationals must be given complete economic and political autonomy in Canadian affairs. We have our "own" injunctions, laws, thugs and troops, to cope with. We are fighting a well organized capitalist class, exerting its power through the medium of the various provincial legislatures and through the Dominion Government. The capitalist class of this country can be effectively combatted, not through American officials sitting in New York or Indianapolis, but by the Canadian organizations on the job or in the area of struggle.

To make the Dominion Trades Congress a real centre of power, and to secure the right for the Canadian locals of the Internationals to organize Canadian departments, does not mean secession No progressive trade unionist, no militant class-fighter wants secession. The movement for Canadian autonomy is a movement within the International unions. It starts out from the premise that nationalist secessionism is bad. But in the interests of freedom of development and action of the Canadian unions, the Internationals, the A. F. of L. must recognize that Canada is no mere state of the American Union whose workers form a State Federation of Labor. As the A. F. of L. made one concession to the growth of Canadian Labor when it gave the Trades Congress legislative powers, so now a second stage has been reached which demands that executive powers be granted.

The trade unions in this country recognize the importance of international affiliation. But they can no longer be held in tutelage. The workers of Canada, affiliated to the Internationals, must make an organized, unwavering fight for the right of Canadian Labor to strike or carry on any political activity without being treated as minors not of age by grand lodge officialdom

Trafficking in Children

THE system of bringing fatherless and motherless children [illegible] country under the Overseas Settlement Committee, is one of the most cruel schemes yet devised at the expense of the working class.

Last year there were two suicides of children brought to Ontario and several outside Ontario. The investigations into these suicides "satisfied" the British Government, whatever such satisfaction means. More than 2,000 have already been brought in and it is contemplated to increase this number by many more. The noble "Motherland," that great country of justice and fair-play, should show a little evidence of her alleged nobility by taking care of her own chidren, instead of dumping them in a strange land. To take advantage of children in this way, is only a slight refinement on trafficking in child-life But they are only working class children, who should be taught their place in society, the future domestics, menials, wage-slaves, "Tommies" and "Jack Tars" for the Best people.

Should Miners Pay Lewis' Repudiated Debts

(From Labor Herald)

JOHN L. LEWIS and his appointees have contracted a debt of $111,000.00 all inside thirty days" supposed to be help given the "needy cases" during the strike or suspension, or lock-out which took place in January this year. That is about three times more than was paid out during any previous strike since 1910.

Lewis is not going to pay a cent of this debt, but with his usual characteristic gall, "decrees" that the members of District 26 be levied to pay. And with equally characteristic gall his factotums in this District proceed to the general office of the Coal Company and arrange to have 50c per week taken out of the pay envelopes of the men **and handed over to them**, without even so much as by your leave.

No statement of any kind is made to the miners as to how or **where** the debt was contracted,, nor even **with whom**. But even these things the miners might overlook, but one thing they cannot allow to pass, and that is they be refused the right to draw out of the pay office, in the usual way, the money that they themselves must pay. To allow this to take place will mean that the next step shall be taken also, and the Local Unions will not be allowed to draw the per capita tax either.

By all means pay Lewis' repudiated debt; every legitimate bill contracted for food during the idle time last winter should be paid for by the miners here. The International credit is shattered in Nova Scotia. The Nova Scotia miners cannot allow their name to be bracketed with the perfidious name of John L. Lewis. But while being prepared to shoulder this burden of one hundred and eleven thousand dollars, they should absolutey refuse to do so with the added insult that that they have neither the ability nor the honesty to collect this levy themselves in the same way as all other levies of the past have been collected.

One other thing the miners should do: demand an itemized statement as to where and with whom the debt was contracted. Such a statement can only be dealt with properly in a convention. To-day there is not a man in all Nova Scotia who could get a dollar's worth of credit from any merchant in the name of John L. Lewis. Thousands of dollars' worth of credit can be secured in the name of the Nova Scotia miners. Do not destroy your own good name.

Takes Time From Pomeranians to Attack Militants

MR. J. BRUCE, the President of the Canadian Labor Party Party and an organizer of an International union, came down to Toronto to speak at the Labor Temple Forum on the "Way Out." At least it was presumed that he would speak on the way out. As a matter of fact, his speech degenerated into a vicious attack on the Communist Party. He particularly singled out for slander two men incomparably better men than himself. He accused Jim McLachlan and Tim Buck of being "liars"—Jim, because, on being released he had thanked the workers for it and not Tom Moore, while Comrade Buck was abused because he had stated the obvious fact at the Division 4 Convention that the trade union movement had suffered a serious weakening these last few years.

Mr. Bruce is a distinguished gentleman on several scores. We understand that he is one of the few "Labor leaders" with the most expensive [illegible] Pomeranians up [illegible] Continent. He is notorious as a chorus leader at the Trades Congress conventions. He was once, when poor and lowly, a red Social-Democrat. To-day he is one of the "Boys" and draws $75.00 a week plus "expenses." From such a man particularly, it comes with very poor grace to attack two of the finest fighters in the Labor movement of Canada. But Bruce has been trying between spells of luxurious "taking-things-easy" to make himself the specialist on "Red" affairs for the Moore-Draper machine. Bruce aspires to the same "authoritative" position here that renegades like Walling and Charles Edward Russell enjoy with Sam Gompers on the other side. He took the lead for the Moore-Draper machine at the Vancouver Congress whenever the Communists, Moscow, or the T.U.E.L. had to be attacked. We are used to the spectacle of former Socialists becoming excellent lickspittles of both the bouregoisie and Labor bureaucracy.

Bush Leagues Get Czarist Yarns

New Orleans.—Escapes from Bolshevists and eye witness tales of the death of the czar are now making the rounds of the subtropical jungles in the southern states, after having been worn threadbare in the rest of the country.

After three years in Brazil, Alexander Braglin, "once a member of the czar's personal staff," has come to New Orleans for lectures on the end of the Romanov family, the Einstein theory of relativity, the Hindu theory of philosophy, to say nothing of the fourth dimension and Kerensky and Bolshevism, including Braghin's escape to South America.

Braghin confides that he almost rescued Czar Nicholas but came to the Siberian village only just in time to rescue the czarina's priceless emerald from a bonfire where the clothing and other relics of the family were being consumed. He did not bring the emerald to New Orleans via Brazil to verify his tale but says it can be found in Paris.

Labor Day for Australia

Sydney, N.S.W.—A move is now under way to secure in Australia a universal Labor day. The general opinion is that this holiday should be May 1st, in order that Australian workers may be in line with the workers of other countries. Under the present system, Labor Day falls on various days, according to the particular State in which it is celebrated.

First Sign of Spring in Far North

Appearance of mine managers arrayed in knickers on the Timmins Golf Course, also their wives and daughters and the repainting and replacing of the prominent notices:

TRESSPASSERS will be PROSECUTED

which properly interpreted means "Workers, keep off!" Let us hope that the golfers have an enjoyable season, for it is absolutely essential that the industrial lords indulge in recreation of this sort in order to relax their overworked minds. They must be mentally fatigued from constantly figuring items of profit and loss—principally profits, as the only loss is the loss of the lives and limbs of the workers which concern them little.

—Wm. J. Bates

Paderewski's Pekinese Pup

Seattle.—Polish relief and Paderewski's pup are significantly linked by the Seattle Union Record in an editorial which reads.

"We do not know who much of the guff that has been carried by the press associations regarding Paderewski's ailing Pekinese is purely press agent stuff, but if it is the real thing, the statesman-pianist has certainly made a spectacle of himself.

"It was not long ago that we were urged to send money to Poland for the benefit of the starving children. And we responded with a good will, especially since the appeal came from Paderewski. But if the musician is wasting money as lavishly as we are told upon his pet dog, we are inclined to think he would be doing better if he diverted that amount of cash to the poor of his own land. If his press agent is having a brainstorm Paderewski, if he uses good judgement, will fire the press agent."

British Officers and Gentlemen!

London, Eng.—Sir Michael O'Dwyer, Governor of the Punjab at the time of the Amritsar massacre, conducted by General Dyer, recently on the witness stand described the "mild floggings" administered to 258 Indians under the martial law of 1921.

Sir Michael is suing Sir Sankaran Nair, an Indian member of the Government of India when the riots took place, for libel. On the stand he was cross-examined about the floggings, the defence seeking to show his severity, which Sir Sankaran criticized in a book on Sir Michael's administration.

The witness explained how the men were tied to a frame and whipped. But he described how harmless it all was.

"Floggings in India are not inflicted with a cat-o'-nine-tails, but always with bamboo, sometimes with a cane. They are mild compared with the cat."

Sir Michael admitted the only offence with which the beaten men were charged was refusal to salaam to British officers.

The 'Revolutionists' Outside Communist Party

The whole problem of Communist Party organization is one of numerical strength. Our activities are restricted because the comrades who are in the Party have too much work to do.

Yet, outside the C.P. we have a large number of "revolutionists" who understand the movement as well as any member of the Party and yet are not prepared to come in and do something. During my short career I have met the following types:

1. The comrade who has been in the C.P., done good work, and then retired, fed up to the eyes. He has my sympathy because his heart is the trouble, and the aforementioned organ was probably busted after contact with some of the types I will now attempt to classify.

2. The individual who resigns because he is not prepared to submit to the rulings of the majority. If his ideas are not adopted, we are not Communists, and therefore he has no further use for us. Of course, he still sports a red flag or star in his coat, and likes to be seen talking to any prominent C.P. speaker who happens to be in the district.

3. The man who has swallowed all the advanced books ever written and always assures you that he is probably prepared "to go a jolly sight further" than a lot of Communists. I suppose he does nothing, because he realizes that if he started we would have a premature revolution, and therefore he will wait until the organization is ready, and then he will take over and carry out the job amid the cheers of the crowd.

4. The person who attends the Labor College classes, discussion circles and debating societies. He is generally "bursting with information," discusses theoretical problems, gets up in the clouds, settles things to his own satisfaction, and then returns to earth to go to diner or bed, with the idea he has done something.

5. The revolutionary "who always tells you how he bumped the boss at work and how his activities at times nearly led to him getting the sack." His daring escapades makes one sit up and take notice. Some of them will even read "The Worker" during dinner hour, in spite of the fact that a pal of the foreman was there at the same time. Alas that such pluck and cunning are lost to the C.P.!

6. The Left Winger in the Labor Party, who is "as good a Communist as the next." He would be in, but perhaps being a member of the C.P. might tarnish an otherwise brilliant career which is opening up before his eyes in the Labor Party.

7. The revolutionary expert who can see what's wrong with the Labor Party, the C.P., or any other organization. He generally buys all the papers and periodicals of the above

8. The red-blooded two-handed gun fighter "who will be there when there's something doing." All he wants is a revolver or a 9.2 and then he will get to business. Of course, canvassing for "The Worker" or any such work is too slow for such adventurous spirits.

9. The man who believes in "getting in touch with the masses." Of course, the masses are to be found in the bar of the hotel or in the pool room, and therefore, he spends his time in discussion on politics. Of course, in time he developes a bit of a reputation. This pot-house politician fellow will come in when the C.P. has captured the breweries.

10. The honest, and therefore poor, average working man who does not claim to be clever, and is a bit shy at coming into the C.P. He reads "The Worker" and is beginning to understand that he is being swindled by the employing class. He is getting class sconscious, but says little because he does not know how to express his ideas. He is content to be one of the crowd, and cannot see that it is the duty of everyone to do or give a bit. He will find his feet later on.

Now, comrade, the types I have mentioned can probably be found up and down the country. They know why the C.P. exists, and in the majority of cases agree with the C.P. How are we going to get them in? If any of them read "The Worker" I would like to ask them: when are they going to come in and do something? They have been invited inside, time and time again. Their attitdue of "benevolent neutrality" gets my goat.

One can have some admiration for the opponent who has the pluck to fight you, even if it is a forlorn hope; but I am sorry for myself with these "sympathizers" who are prepared to do nothing, only look on.

—Redskin.

VOICE OF THE WORKER

"In The Land of the Free and the Brave"

Editor, "The Worker,"

Thanks for forwarding your paper to me here in this grafting city. When we got "The Worker" it was like meeting an old friend. Enclosed you will find a dollar for you to continue sending me "The Worker." I would send more, but that I am slack. I remember when our comrades, speaking on the platforms, predicted that the seasons of labor would grow shorter and the seasons of hunger would grow longer. That has come to pass, as the old fairy tale book would say it. On every hand you can hear the workers say that they don't understand what's happening here. They don't know what's wrong. One individual asked me if there were less women in America now to what there were years ago. When I asked him why he asked that question, he answered that in the years gone buy, he labored at least nine months in the year. Now he only worked six months last year and expects less.

He is a cloak maker and belongs to the I.L.G.W. In a city such as New York you can encounter thousands of such workers who are ignorant of their own existence. They live for nothing else but to produce profits for their masters. They never think why, but like little children, ask, Why is it so?

They crowd into a train in the morning, slave eight or more hours, crowd into the pig train again, and when they come home, they can't eat because their guts have been squeezed together so much that they can't admit food. He then goes on to show where he sees our navy on drilling, then he comes hoem - the high seas or our nough-boys drilling, then he comes home, happy and proud, that we are safe from attack by our enemies.

If you asked me what living here was like, I would not be able to answer. In fact it seems to me you don't live here, life is really at a lower standard than it is in England, although you get higher wages. The workers don't even get deecnt milk for their children unless they are of the higher paid. If you are a low paid worker you can't afford grade A milk for your children, but grade B or C. I can see no hope for the wage plugs here, unless they start to think. Fancy a civilized nation, where the people call themselves highly cultured and yet you find recruiting sergeants all over, with signs on every corned telling you to get fit at the country's expense. You see signs telling that you can see the Orient or go to the Phillipines—see the world while you earn. Of course, all this is to keep us up to the highest standard and at the same time protect our shores and the capitalists' country. I could write all night of the wonders of this country, but enough for the present.

I would also like to congratulate the Workers Party of Canada on the change of name, and my wish is that it should grow in strength so fast that soon Canadian workers will dominate the country which belongs to them. Long live the Communist Party of Canada.

Yours in the fight,

J. MANGEL.

Teacher Versus May-Day

Timmins, Ont.—Many children of the workers of Timmins stayed away from school on May-Day to celebrate the workers' international day and sell literature. On the following day upon their arrival at school they were subjected to severe rebukes from the teachers for their absence the previous day. This impudence on the part of the crammers of bourgeois "education" angered the parents of those chidren and letters were written to the teachers responsible. Below we print one of the letters received by one of them:

Mrs. White,
Teacher, St. Charles School,
Timmins, Ont.
Dear Madam:—

I am informed by my son that he was embarrassed and humiliated by you on May 2, for his not attending school on May 1st.

Permit me, for your information, to inform you that May 1st is International Labor Day, and is, and will continue to be, observed by all class-conscious workers and and their families the world over whether recognized by those in authorty or not.

Furthermore, I would remind you that there are many days throughout the year that are set aside by the school authorities as holidays, many of which are in commemoration of the birth, or death, of certain social parasites, or of some day of imperialistic butchery of the working class. These days are foisted upon the workers, much to their disgust, by the present bourgeois dictatorship.

Therefore I regard it as being in bad taste for you to rebuke children of the workers for observing the one day in the whole year set aside to proclaim the solidarity of the international slaves of international capitalism.

Yours sincerely,
T. G. McNEIL,
Sec'y. English Branch
Communist Party of Canada.

Not the Easiest but the Only Way

Berlin.—A grim contribution to the question Why Girls Become Prostitutes is made by a Berlin physician, Dr. Minna Flake, who lectured on behalf of the International Workers' Aid before a local teachers' association. Citing example after example from her medical practice, she showed that it is almost invariably economic need that forces girls upon the streets and into houses of prostitution.

Without a word of comment, simply adding case after case, Dr. Flake gave one of the most stirring addresses ever heard by the teachers. Here are but three cases which she cited, which I give in verbatim translation:

Case I.—"A. G., aged 16. Cash girl in a store. She is found guilty of a minor theft, a ribbon or a pair of gloves, and is fired. She finds a new job but, although reliable and satisfactory in every way, is dismissed immediately when the management hears of her previous offense. She finds no work, and is scolded at home because she increases the economic difficulties of the family by eating without earning her board. She grows despondent and disappears. She is next heard of as a prostitute."

TO THE CONVENTION OF THE WORKERS' PARTY OF CANADA

Moscow, April 17th, 1924.

Dear Comrades:—

In sending our greetings to your convention in the name of the Farmers' International and wishing your deliberations every success, we desire to draw your earnest attention to the fact that you, as the vanguard of the proletarian revolution, have to carry on your activities in a predominantly agricultural country. If your Party wants to become a mass party of the workers and an important factor in the economic and political life of Canada, it must not merely confine itself to a defence of the purely trade union interests of the workers; it must, in addition to jealously protecting the interests of the industrial proletariat, also become the defender of all who are oppressed and exploited, and, above all, become the leader of the daily struggles of the small farmers. The position of the small farmers of Canada is becoming daily more and more critical, and if you give them the attention they deserve they will quickly come to understand that only in alliance with the revolutionary working class can they find their salvation. As is the case in the United States, the farmers' economic organizations will tend more and more to become fighting political organizations and to enter upon a resolute fight against the existing capitalist order. With your initiative there may be formed a class Farmer-Labor Party, as in the United States. If your Party displays energetic activity among the small farmers it may quickly become a mass proletarian Party, since the proletarian movement, by obtaining a powerful ally in the form of millions of small farmers, will assume colossal proportions. If you adopt the slogan of a fraternal union of workers and farmers you will undoubtedly help to speed the victory of the proletarian revolution. We are convinced that your convention will adopt definite measures for bringing about an alliance of workers and farmers in Canada, and that our slogan "Farmers and Workers of the World, Unite," will resound ever more loudly and powerfully in your country and will lead the workers from the plough and the bench to victory over the handful of capitalist exploiters.

With fraternal greetings in the name of the Presidium of the International Peasants' and Farmers' Council.

Assistant General Secretary—Dombal
Secretary of the International Peasants' Council—Krasny

WHAT A FRIEND WE HAVE IN GOMPERS!

Tune—"What a Friend We Have in Jesus."

What a friend we have in Gompers
All our troubles he will cure.
What a comfort 'tis in knowing
He grows rich and we grow poor.
Oh, what blessings we are missing
In a thousand different ways,
All, because we do not swallow
Everything that Sammy says.

What a stronghold is our Union,
Run by HONEST men like Sam,
Turning down Amalgamation,
Voting for the B. O. Plan.
Could we meet with friends more faithful
To the Master Class, than they,
Yet we should not be discouraged
Though they lead us far astray.

Precious Union, still our refuge
As in days of long ago,
All our troubles will be over
When we get the B. and O.
We are slaves and dis-united,
Never, never will be free
Till the Communistic Banner
Floats on high from sea to sea.

—Alexander Bain, London, Ont.

037289

Capitalist Corporation Economics Reduces Workers Living Standards

The Wages of Class-Collaboration Is Death of the Labor Movement—The Traitorous Role of "Safe and Sane" Labor Leaders

By Tim Buck

It is the organized inertia and the open desire of practically all officials of the international unions for collaboration with the ruling class, that is the curse of the American trade union movement.

The multitude of labor banks, insurance schemes and co-operative agreements, are all of them purely capitalistic schemes tending in the aggregate to lash the worker to his union either through insurance policies, bank stock or both, and to render the union a subsidiary to capitalist enterprise through them all interweaving them so completely and inextricably into the capitalist system as to make them a definite part of industry and indispensable to the owners of it.

The underlying policy of all these moves is clear. The group of officialdom in control of the international hope to reduce trade unionism on this continent, to an institution necessary to capitalist society; an institution which, by correcting mistakes in capitalist policy and making a pretence at preserving the equilibrium between wages and the cost of living, would act as a buffer between the workers and their enemy, the capitalist class.

Class War Inevitable

While this policy naturally appeals to the capitalists as a class, the fallacy of expecting it to bring peace into industry is evident. The trade unions of both Great Britain and the United States collaborated with the capitalists of their respective governments during the Great War, foregoing many direct and immediate advantages and improvements which were at that time easily obtainable, in return for various extravagant promises of what was to be after the war. This did not deter the same capitalists from slashing wages unmercifully at the first opportunity. John L. Lewis, in his shameful anxiety to please the master class, deposed the progressive executive of the Nova Scotian mine workers, helped the British Empire Steel Corporation considerably in their efforts to railroad Jim McLachlan to jail on a frame-up, appointed in place of the progressive district board a group of discredited reactionaries who were acceptable to the British Empire Steel,—and what was the result? The corporation immediately exploited the situation and the expressed desire for collaboration by attempting to reduce the already miserable wages of the miners by another twenty per cent.

Capitalist Gratitude

It is not a question of good capitalists of bad capitalists, neither of whether we desire to be on friendly terms with our masters or not; the inexorable law of capitalist development renders the class war inevitable; and excepting by agreeing to wage cuts and loss of conditions at the will of the employing class, there is absolutely no way out. We can be the upper millstone or the lower; but the struggle is there and we must conquer or be crushed.

The regular development of capitalist industry exemplified by hundreds of concerns throughout the Dominion, is that capitalization and fixed charges increase much faster than the physical value and earning power of plant and equipment. The successful concern becomes a limited liability company, a group of companies form a combine, and finally they are absorbed by the all consuming trust. With each one of these steps there goes a huge inflation of capitalization, until fixed charges are so high as to swallow all income. Faced by tremendous overhead and fixed charges, handicapped by continually contracting markets and percentage of profits, the capitalist adopts the only alternative to bankruptcy. He reduces production costs at the expense of those whom he employs.

Glaring examples of this may be seen in dozens of big automobile, agricultural implement, electrical, steel, and other industrial concerns, and is classically demonstrated by such abortions as the British Empire Steel Corporation, and the group of group of railroads combined in the so-called Canadian National System. While it is well known that the railroads of the United States have been looted and over-capitalized until their paper capital is double their real values, it is not so well known that here in Canada the practice has been carried to an even greater extreme.

Bearing in mind the very close relationship existing between the banks and the industries of the country, it is interesting to note that during 1922-23 four of the eighteen chartered banks in the Dominion, suffered such severe losses through the writing down of investment value as to com-

Then there are the railroads. The Canadian National System is a veritable monument of overcapitalization; and while the vile political crooks and grafters responsible for it revel in luxury, the ever-increasing demands of the "investors" render reductions in "operating charges" one of the first aims of every executive head.

So great is the burden upon this system that interest on debts has to be paid by the expedient of borrowing more money to pay the interest with; until at the end of 1923 the fixed charges on the National System totalled no less than seventy million dollars per year. Considerably over a third, almost half of the whole of the operating revenue of the three roads in question, namely the Canadian Northern, Grand Trunk and the Grand Trunk Pacific.

In the year 1922, the Canadian Northern earned (gross earnings) only $1.85 for every $1.00 of fixed charges. The Grand Trunk Pacific during the same period, earned only $2.17. This means that out of every dollar earned on these two roads, approximately fifty cents was ear-marked for diversion into the the multitude of channels through which unearned increment flow regardless of the needs of wages, maintenance, or anything else.

In the face of the above facts, it is quite easy to understand why Sir Henry Thornton, whose salary is $50,000 per year, constantly reiterates the sentiment that wages are too high—they are the only cost which can be reduced.

In all industries it is the same. Overcapitalization, reduced markets, keener competition, and heavy taxation—in brief the inexorable law of diminishing returns—compels the capitalists as a class to intensify the exploitation of the workers as a class to prevent a final and complete breakdown of the system itself.

The following table is interesting as an example of the fruits of co-operation with a class which will not and cannot co-operate. tI shows that in 1870 the workers employed in Canadian industry, received as wages eighteen and a half per cent. of the gross value of the product of their labor. Under pressure of the boom "and the wave of Labor organization" in the nineties, their share rose to twenty-one and four-tenths per cent.; and from that year onward it went down until in the year 1918, when the capitalists were getting rich beyond their wildest dreams from the manufacture of war materials and "co-operation" was the order of the day, the share received by the workers was down again to eighteen and two-tenths per cent. THE LOWEST ON RECORD. In 1919, under pressure of the great strikes and the revolutionary temper of the workers, their share shot up to nineteen and six-tenths per cent.

In 1870 salaries and wages were $40,851,009; value of products, $221,617,773; percentages of wages 18.5. 1880, salaries and wages, $59,429,002; value of products, $309,676,068, per centage of wages, 19.2. 1890, salaries pel suspension or absorption; while the Union Bank, the fifth largest in Canada, caused a considerable flurry by transferring no less than four and a half million dollars from its reserve to cover losses of the same kind.

That huge conglomeration of British, American and Canadian interests, the British Empire Steel, with an enormous capitalization and an unwieldy swarm of parasites to maintain, has given us during the past few years, numerous demonstrations of the relation between the policy of a corporation toward its workers and its struggle for profits, while the unsparing use of troops and plug uglies in every dispute that occurs in Nova Scotia, shows very clearly how much gentlemanly co-operation we may expect from outfits of this kind. Making over $7,000,000 profit in the year 1922, it might be imagined that the miserable wages and conditions of the 15,000 miners and steel workers would be willingly improved, but the fixed charges of Besco are so enormous, that the answer of the corporation to the efforts of the men to improve their conditions was blacklist, starvation and jail.

"When Thieves Fall Out"

Battalions of Touring Cars—Mackenzie King's New Arm Chair, Clock, Ferns and Jardinieres—Girls—Judges' Fat Salaries

Continued from last issue

"What happened last Summer? The annual meeting of representatives of the Colonies was held in Great Britain. I am glad that the Premier of Canada went to that meeting, to act in concert with them as to the lines of policy to be followed by the Overseas Dominions and Great Britain."

"There was Commander Hose, who cost the country $1,468. His secretary, Mr. Agnew, $337. There was General MacBrien, $1,776. There was General MacBrien's secretary, Captain Cummins, at an expense of $1,143. There was Colonel Ryde, at an expense, for services, of $3,966. There was Profesor Skelton, at a cost of $6,250 for services and $845 for travelling expenses. The cost is upwards of $18,000 to $20,000. Here was this great diplomat going over there accompanied by Professor Skelton, whose claim to distinction is the fact that he wrote a book on the life of Sir Wilfred Laurier; but I have yet to learn that he was known as a constitutional lawyer or a man versed in the strategy or art or skill of politics. Yet he goes over there at this cost of $6,250 for his services and $845 for his expenses."

"But, above and beyond all others, there is shining one particular star, Mr. Duncan Marshall. Remember, the watchword of this Government was "strict economy," but that was thrown to the winds by Mr. Mackenzie King when he took his battalion along to act as his defenders over in England. Since this Government came into power, according to a return of Parliament, Mr. Duncan Marshall has drawn $11,774 for salary, and $7,863 for travelling expenses, or a total of $19,630. Now, I ask my honorable friend who leads the Government, what has Mr. Marshall been doing? He cannot tell. It is true, he was over with Mr. Mackenzie King. I don't know what he was doing. He was an agriculturist, a defeated candidate in the West. And Mr. Duncan Marshall on more than one occasion during that time has been doing nothing more or less than addressing Liberal meetings in the province of Ontario.

Hon. Mr. Bennett: Cont'd.—"Stand out here in front of the building any evening and see the battalion of motor cars waiting ready to receive the Ministers. At whose expense are those automobiles furnished? Look into the Audito-General's report and you will see.

"Let me give you an example of one of them: 'Department of Interior, Cadillac touring car, at a cost of $5,250.' What does the honorable gentlemen say to that. That is to be found in volume 2, page 241. Then we find 'uniforms and overcoats for chauffeurs, $332.' and 'gloves, $21.' And the people of this country are going around praying for bread. These Englishmen who came down from Toronto the other night, asked for some place to put them up, and, according to the press, the Minister of Labor generously breakfasted some thirty odd of these men, and the Prime Minister offered to look after three of them. It is a wonderful Government when they are not dealing with their own money.

Chauffeur's Uniform

"Let us take another item. Mr. Motherwell, the Minister of Agriculture—and, being an agriculturist, of course he had none of these city tricks, these city ideas, about him—came down here. In volume 1, page 12, will be found the following: 'Uniform for chauffeur, $108.'

"That is the trouble with the honorable gentleman's friends in this country to-day While the people are starving, you gentlemen, with your big salaries, are laughing at them. You know what you experienced in Halifax and Kent, and what you will experience in any riding that you open up.

"The Minister of Agriculture. Then he has the princely indemnity of $10,000 that is paid to a Minister of the Crown, as well as his sessional allowance of $4,000; and, living here in the city of Ottawa, of course he is here to attend Parliament and after Parliament is over. But I see that he draws $98.20 for travelling expenses coming to the session of Parliament and returning. Is it any wonder the people are getting disgusted when they see such contraventions of the law as that?

(Continued on page 2)

War-Mongering "Navy League" Demands "Fighting Navy"

Longshoremen Report Heavy Consignment of Machine Guns—Armament Trust's Blood-Lust for Profits

Signs are not wanting that another war looms in the offing. Not so long since one of the largest drydocks in the world was launched on the Pacific Coast, whilst long-shoremen report the secret transportation of heavy consignments of machine-guns.

The Navy League is also showing sundry signs of renewed activity and it looks as if the "dear people" are to be treated to another outburst of patriotic fervor from the gang of 'hundred per cent' Canadians." Strenuous efforts have recently been made to strengthen the Canadian navy, and recruits have been sought far and wide.

Meanwhile it is well for us to have a glimpse at this Navy League which demands so strenuously a "fighting navy."

"Command of the Seas"

Picking up the "Navy League Annual," the official organ of this patriotic association, we come across the following:

"We believe in a powerful navy because commerce can be guarded by a supremely powerful navy, able to assert and maintain command of the seas."

Then there is "The Sailor," a magazine published for the "dear public" by the League. In a recent number of this magazine of patriotism, we read that the League believes in a powerful navy, because:

"From the sea comes the lust of adventure. ADVENTURE DISCOVERS NEW MARKETS FOR OUR CANADIAN PRODUCE AND AND MANUFACTURED ARTICLES."

Just so and as plain as the nose on my face! The Navy League should be more guarded in its statements or the Minister of Justice will suspect the presence of Bolshevists within this purest of organizations!

"Lust of Adventure"

The other day the writer was smoking in a west-bound train. There happened in a couple of sturdy lads decked in the perfectly ridiculous dress of a "knight of the ocean." He learned that these youths were off on a cruise, that they were going to learn the secrets of "discovering new markets" by travelling on one of the obsolete tubs which constitutes part of "the fighting navy" of the Dominion. These youths thought it was a great lark and were all primed with the prospect of "the lust of adventure." Little did they suspect that the Navy League is exploiting their "lust" in order to "discover new markets" for the banking barons of Montreal!

Meanwhile the Navy League is burnishing up its arsenal of facts and figures, and is preparing for a new drive for a "powerful navy."' Its motives are the purest! True it is that the Navy League has as its chief supporters the gang of international sharks centred round Vickers, Limited; that such noted imperialists as Lord Aberconway, Sir Trevor Dawson and Col. Grant Morden are among its most staunch supporters in Great Britain. It is also true that the "Financial Post"' was so unkind as to tell us that the Navy League

"was originated at the propaganda end of the British armament promoters." (S-1-23).

and that its staunchest supporters in this country include such well known imperialists as Harry Stevens, M.P.; E. W. Beatty of the C.P.R.; C. W. Rowley of Winnipeg.

Promote Scars

It is also true that the "British armament promoters" have used their "propaganda end" in order to get further and more profitable orders. The campaign of twelve years ago is well- known—and Vickers, Ltd., of Montreal, opened a ship-building yard subsidized by the Dominion Government for forty odd years. Time after time scares of increased armaments in other countries; of immediate foreign invasion have been promoted in order to secure added orders ofr the War Trust.

Newspaper have been subsidized; false reports have been circulated; scares have been invented—all to the end of profits.

The murder for money monopoly is once again at its old game. The world is plunging into another "war to end war" and not the least powerful of the instruments used to pave the way is the Navy League which encourages "the lust of adventure" with all speed.

Betrayed Again!

By Jim McLachlan

The history of John L. Lewis and his appointees in District No. 26 is one continual story of desertion and betrayal, alternated with sabotaging the miners' union. A circular has been sent to the local unions by the provisional officers, barzenly telling the workers that these appointees and the Dominion Coal Company officials are going to collect fifty cents per week per member, for what? "TO DEFRAY ADMINISTRATIVE EXPENSES and to liquidate outstanding obligations."

This is the same old story of support that the miners of Nova Scotia have experienced from John L. Lewis since he took office. In the fall of 1920 the President of District No. 26, together with the Secretary, went to Indianapolis to secure financial aid for the strike that seemed about to take place at that time. The miners all over the United States had secured $1.00 per day increase and had a contract signed up. The miners here were sure that financial help would be forthcoming, and they would be enabled to put up a fight to secure the same increase as the other miners all over North America. What did John L. do at that time? He told the President and Secretary of this District that no financial help could be given, and to go home and make the best bargain they could. Then, just as at this present time, the miners of Nova Scotia were deserted by John L. Lewis, and their hopes, that once were so high in regard to the added strength they would secure from the U.M.W. of A., were rudely dashed to the ground.

The 1921 agreement, carrying 55c per day increase instead of $1.00 as secured elsewhere was lived out by the workers here. On January, 1922, the miners in Nova Scotia again had to face a reduction in their rates. No clas of miners ever showed a greater will to fight than the miners of District 26 did then. Had Lewis wanted them to fight he could have got them to go all lengths with him. But instead of coming to their aid as they fondly hoped he would, he wired the yellow press condemning their every effort to secure half a square deal. Just as Lewis deserted them in the fall of 1920 so again in 1922 he deserts and betrays them. Again financial and even moral sopport of the great U.M.W.of A. was denied the miners of Nova Scotia, because a traitor to the working class had been allowed to climb into the seat of President. Notwithstanding Lewis' lying lying statements at the last International convention about the miners in District 26 "lying down and taking a cut" in 1922, the fight that the miners of Nova Scotia put up at that time placed them in the very front ranks of the labor movement in North America, and without the aid of the International Union; nay, even in spite of the active help rendered Besco by John L. Lewis, the mine workers secured the best contract that they ever had—a contract that left them free to fight and strike at any time.

That contract expired on January 15th, 1924. Lewis' men were in office, by the grace of Roy Wolvin and the batons of Armstrong. These men informed the miners that the International Union "was behind them" in securing the 1921 rates. That their entire moral ad financial strength would be put into this fight, to recover what the radicals had lost. Trustingly enough, the miners believed them and even showed a greater disposition to fight than they had ever done before. The notice cutting their rates was not up an hour before the men left the mines. Instead of making preparations at once to bring Besco to time, these flunkies got alarmed, and started in to sabotage the men's efforts by providing that none of Besco's property should come to harm. Even under this, the men continued to stay out on strike, believing that the financial aid they were receiving was coming from the International. Now this circular letter again reveals the bitter truth. Again deserted by Lewis! Again betrayed!

Since Roy Wolvin and the Armstrong Provincial Police hoisted the flunkies into office, the once militant District 26, U.M.W. of A. has been raped and hamstrung. Here are a few of the things that indicate the raing and the hamstringing:

The locals can no longer suggest a wage contract, much less draft one.

The locals can no longer have their vote respected on a wage contract.

The locals have no right to elect their own officers any more. Wolvin, Armstrong and Leis perform this function now.

The locals are refused the right to handle the money they contribute.

The locals are refused the right to help their own needy and victimized members without the consent of the flunkies.

The locals are refused the right to join the Labor Party.

The locals are refused the right to subscribe towards the Labor Party.

The locals are refused the right to help finance a Labor paper.

The locals are refused the right to send delegates to working class conventions of any kind.

The locals, according to the Houston-McCormick circular **an no longer over the "administrative expenses" of the District by paying their regular monthly tax.**

The locals cannot strike for any reason.

The local members must scab on each other if Besco needs them.

Shades of the Bishoff Plan! Bishoff is a piker when compared to Lewis and his flunkies in betraying the workers. How to cure the curse that has fallen on you? Why DRIVE them out, that's the only cure.

Anzac Labor Party and the Communists

By W. Francis Ahern

Sydney, New South Wales.—Bitter antagonism between the members of the N.S.W. Parliamentary Labor Party and the Communist Party will provide the chief topic for discussion at the Labor conference to be held at Sydney.

At the conference last June, a motion was carried for a united front of all working class parties, and the admission of the Communists to the Labor Party. But since then developments seem to indicate that the breach between the Labor Party and the Communists is wider than before. The Labor Party demands that before the Communists be admitted they resign from the Communist Party and join as full supporters of the Labor policy. The rules do not permit the admission of a party within a party, as the Communists desire.

The Communists have refused to agree to the condition. Several who joined the Labor Party as individuals, have been forced out because they refuse to agree to this condition when asked by the Labor executive.

Then again Labor demands that the Communists agree to the White Australian policy. **The Communists point out that according to the Communist International, there is no distinction between creeds or colors but unity of all.**

An influential section of the industrial wing of the Labor movement will put up a big fight for the Communists. They assert that the Communists are the only persons who will not deviate in any way from the working class position.

Needle Trades Convention Coming

The early part of May will see important conventions of the principal unions in the clothing industry; the Ladies' Garment Workers at Boston on the 5th; the Furriers at Chicago on the 12th, and the Amalgamated Clothing Workers at Philadelphia also on the 12th. Vital issues for progress will be fought for in all three conventions by the left-wing militants who have been waging continuous battle to keep the organization in this industry in step with developments in industry and in political life.

In all three unions, as explained in detail by J. W. Johnstone in the "Labor Herald" for May, the left-wing workers have been meeting opposition from the right-wing reactionaries, usually assisted by the union officials who in some cases, like the Furriers and the I.L.G.W., have gone over completely to the yellow-Socialist-Abe Cahan reaction and waged a war of expulsions and sluggings against the T.U.E.L. and the left generally. These fights will come to a head at the conventions.

While the fight in the A.C.W. has so far not taken on the open and bitter character seen in the other unions, Comrade Johnstone explains fully in his excellent article on the needle trades, the definite danger signals which have appeared in the tendency of the A.C.W. administration to permit the Forward right-wing gang to begin the same disruptive war against the left as has weakened and nearly wrecked the other unions.

Another test of the A.C.W. will be its action upon the call for June 17th. Since the 1922 convention favored a class Labor Party, the militants will fight for these fine words to be put into deeds. The article in the May "Labor Herald" is indispensible to any who wish to understand these important union struggles.

Montreal Labor Party Criticises City Election

At the regular monthly meeting of the Labor Party, May 4th, a very interesting and at times a very heated discusion took place on a notice of motion that was submitted by delegate Russel, President of the Plumbers' Union, on the whole question of the conduct of the Labor Party election campaign in the St. Louis Ward and asked for a condemnation of those responsible.

The resolution stated in effect that the Labor Party was based on the recognition of the class struggle, the attempt of the workers to establish themselves in power separate and apart from all other parties and further stated that the election campaign in the St. Louis Ward had violated all the principles of the Party, had allowed enemies of the working class, such as Fitch, Calder, Crown Prosecutor and others to speak on their platform, had conducted their campaign along old party lines, slurring over the class struggle and therefore asked that those responsible be condemned.

During the discussion the opponents of the resolution, particularly diverted from principles to personalities. Particularly was this the case of Alderman Shubert. It was suggested by the opposition that the hidden hand of Moscow was behind the resolution. In short the usual "yellow" tactics were used. However, the discussion was very healthy and the workers present will lnot forget in the future what was said, particularly as events will no doubt prove the correctness of the position of those who favored the resolution.

The vote on the resolution resulted in a tie—20 for and 20 against.

A resolution from Local 111 I.A.M was read protesting against the police activities on May-Day and demanding the right of free speech and movement for all workers. The Labor Party was asked to act on this and it was decided that a committee of three to interview the city authorities with the Labor aldermen: Bros. M. Buhay, H. A. Spence and R. Kerrigan were elected.

Edmonton Starts Campaign

Edmonton, Alta.—She return of Comrade Bartholomew from his tour of the coast district signals the start of a live campaign in this city during the next month.

The campaign was opened by a mass meeting at the Rialto Theatre on Sunday evening, when he spoke on "May-Day and its revolutionary significance." The theatre was packed to the doors and several hundred were unable to gain admittance. For over an hour the speaker dealt with the history of May-Day and concluded with a strong appeal for united action, industrially and politically, to the end of "all power to the workers." The Ukrainian orchestra rendered several musical numbers and brought down the house each time.

The party is to the front in the preparation and work of the monster May-Day demonstration, when Bartholomew will be the speaker of the party.

Meetings at the various shops have been arranged for the noon-hours, dealing particularly with the infamous B. and O. slave-pact. Mass meetings on Sunday also figure in the plan of campaign, to say nothing of a monster picnic which looms on the horizon.

Strenuous efforts will be made to made to organize the unorganized. The Trades and Labor Council is considering ways and means, and the whole machinery of the party will be set in motion during the month to help make Edmonton "one hundred per cent."

The English branch is moving into new headquarters and Bartholomew's stay in town is being utilized by the holding of a study class on Friday evenings.

Plans are also under way for a drive for new members.

No! We are not tooting our own horn! Just giving the bare facts! But we do challenge any other section of the party for more activity during the month of May! Well, what about it?

Edmonton, Alta.—The babbittry was shocked this noon by a notice appearing on the sign of a local employment bureau. All else had been wiped off the slate save this lone appeal:

WANTED:—ONE CHINAMAN

And that is that!

Edmonton, Alta.—The local Y.C.L. held a successful dance in the Ukrainian Labor Temple. The crowd was so large that the supply of eats collapsed and an auto was dispatched to the centre of the city for a further supply of the needed eats. A splendid time was had by all.

ARCHIVES PUBLIQUES CANADA

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Canadian Workers Celebrate May Day

(Continued from page 1)

ist speakers had to counter this propaganda of pedantry sharply. "We have not yet the will to power," said Comrade Jack Macdonald, in the Park, "but I disagree with Irvine that we have not the courage. The working class of Russia was culturally among the lowest in Europe, but the Russian workers nevertheless had the will to crush through, and to-day stand supreme. Once we capture political power, we can put the capitalists where they belong, in the ranks of the producers.

May-Day Celebrated in Hamilton Temple

While lacking the spectacular features of the memorable May-Day of 1922, the celebration in Hamilton this year was highly successful from every point of view. Assisted by the children's choir under the leadership of Comrade Boyd, the Ukrainian choir and a fine troupe of dancers the speakers kept the crowd going in fine style all through the evening.

Brief speeches were delivered in the various languages by Comrades Bohoychuk, Dreze, Sam Lawrence, who was involved in the Sydney steel Tim Buck and a Russian comrade strike, all the speeches dealing of course, with the message of May-Day to the revolutionary working class. Despite a despicable attempt on the part of some local politicians to ruin the demonstration by innuendo, the fine and appreciative audience were unanimous in declaring it one of the best May-Days so far celebrated.

Drumheller Celebrates May-Day

Drumheller, Alta.
May 1st, 1924.

The Drumheller Valley on the first of May, was as quiet as the burial of Sir John Moore at the battle of Corrunna, not a sound being heard, the twon council granting a civic holiday, and every man in the district being idle, and every man, woman and child taking part in the May-Day festivities.

The celebration commenced in the morning at ten o'clock, all taking part in the day's proceedings gathering at the Miners' Hall, where the parade was formed, and with the band at the head of the parade, and with banners flying, the marchers went through the town, and then proceeded to the Elgin Field, where the day's sports were carried through.

After a long programme of different events, the gathering was addressed by four speakers. The speakers were: A. B. Claypool, Alderman Parkyn of Calgary, Alderman East of Edmonton and A. G. Boulter of Calgary, in their addresses, all stressed the need of co-operation of the worker on the farm and his brother in the city—their interests being identical, for both are being exploited by the same forces. The addresses of the various speakers were listened to with great attention by an appreciative audience. Altogether the celebration was a great success, it being the first held in Drumheller Valley and will be the forerunner of more affairs of this kind in this district. After the sports the day was concluded with a dance in Miners' Hall.

Twin Cities May-Day May-Day Parade

May-Day was celebrated in Fort William and Port Arthur by the holding of a meeting in each city. Owing to the fact that the other Labor organizations had failed to answer a for the formation of a May-Day committee sent out by the Communist Party branch in Port Arthur, only the Party branches participated. The O. B.U. utterly ignored the call, and organized a meeting of their own upon Sunday, May 4th. Another example of their willingness to co-operated in the struggle against capitalism.

At the meeting in Port Arthur, held in the new Finnish Hall, Ukrainian and Finnish comrades spoke upon the significance of May-Day. Musical numbers and mass singing rounded out the program. Comrade Leslie Morris of Toronto, spoke in English. He stressed the need for unity among the ranks of the workers, and sketched the history of the past year. The struggle of the workers against capitalism was becoming more intense; every indication showed that the present system was rapidly decaying and dragging the working class down to destruction. If the working class were to be prepared for the bitter struggles of the future and wished to preserve even their present standard of living, increased organizational strength was necessary.

The meeting in Fort William was well attended. One of the outstanding features of the evening was the presentation by the members of the

Northern Miners May Program

Despite Wintry Storms, Miners of Porcupine District Hold Parade and Mass Meetings on May-Day

Timmins, Ont.—Only a tenacious proletarian spirit could have carried out the May-Day program arranged by the committees in charge of the May-Day demonstration in this district, for it seemed as though the weather man had been teapotdomed by the opponents of the workers. Early in the morning flurries of snow accompanied by a chilling wind, threatened to make the plans of the workers miscarry.

Notwithstanding the discouraging weather, the workers began to gather at the hall of the Porcupine Mine Workers' Union, and by 10 o'clock the parade began to line up. Headed by the Finnish Workers' Band, 'spelled off" bystalwart Piper McPhail, McInnis and Kelligrew, president and Secretary of the Miners' Union, Comrade Centazzo of Edmonton and Comrade Malcolm Bruce of Toronto, the procession, which numbered about 800 marched to the nearby camp, Schumacher. After a parade of the principal streets, the gathering formed itself into a meeting which was addressed briefly by Comrades Centazzo and Bruce with Comrade Bates as chairman. Reforming and with numbers increased by Schumacher workers, the return march to Timmins was made.

By this time a regular blizzard was on which made the holding of the huge meetin, which was planned for the ball park, impossible. So it was necessary that the Labor Temple be requisitioned. Here the workers were addressed by Comrades Bates, Kelligrew, Centazzo and Bruce.

The day was fitly ended with two concerts, one in the Finnish Hall and the other in the Ukrainian Hall. Here a fine musical program was provided in which the songs of the revolutionary working class were rendered with enthusiasm. At both concerts short rousing addresses were delivered again by Centazzo and Bruce.

Junior Group of the Y.C.L. of a play called "The Strike." The acting was splendid and the ability of the children to present and understand it was inspiring. Finnish, Ukrainian and Italian comrades spoke, while Comrade Morriss ended the program with a speech in English. The meetings of both the cities showed that the message and meaning of May-Day was not lost, and also proved to our Party members there that much work remains to be done in order that upon future proletarian holidays the call for united action shall not be ignored.

Winnipeg May-Day Was a Success

While the crowds were a little smaller than those of last year, the parade of about 1,500 Winnipeg workers was highly successful. The speeches were live and to the point, leaving the impression of International solidarity behind. Affairs nearer home were not forgotten for the surplus over expenses will be sent to aid the striking miners in District 18 in their fight against the three-year agreement of the operators.

"When Thieves Fall Out"

(Continued from page 3)

New Cars

"If the honorable gentleman will turn to the Soldiers' Civil Re-establishment, he will find there a new car for $2,000. Another one was pointed out to me the other day as belonging to the Minister of Marine If any complaint could be urged against it, probably some of his friends would say it was pointed blue instead of red.

"But there is one who towers above them all, and that is Premier King. The up-keep of his automobile, according to the figures—that is, chauffeur, gasoline, and so on, during the year—amou tndtoe .AVAs during the year—amounted to $3.259.

Luxurious Arm-Chairs

"There was an arm chair in which Sir Wilfred Laurier and Sir Robert Borden had sat, and everything looked very nice. But when the high and mighty Mr. King moves in, things are not good enough for him. If you go over there to-day you will see the chair he sits in, because I assume he bought it so he might sit in it, that cost the people $112. I have bought some chairs in my time, but I could get a mighty lot of chairs for $112, and so could most of the people in this country. When he has one of his Ministers, or some particular friend there he places him vis-a-vis in another $112 chair, and if the company increases its numbef by four, there are four smaller chairs that cost $330, or a total of $524 for six chair.

"That is not the worst of it. Of course, the Prime Minister is a busy man. His time is precious; he has not even time to look at his wrist watch, if he has one, so he has installed, so he can see it with a rapid glance, a red marble dial clock at a cost of $120. Then there are two bronze fixtures, $34.60, and sundries, 35, a total of $713 spent in that one office alone.

"Could any man in his right sense believe that in the office of the Premier of Canada, there wes installed an electric tea ball at a cost of $18?

Two Ferns $17

"Then there are two ferns and three jardinieres, at a cost of $17. If honorable gentlemen are proud of that, I am surprised at them. I do not object to the Premier drinking tea, even if it is furnished free of charge by his patron, Peter Larkin, the High Commissioner; but I do object to this country paying $18 for this paltry tea ball for the convenience of the Premier of Canada. I am told this is small talk. Of course it is, but we are dealing with a small man.

"Talk about the girls in the Departments not being employed with work, and of their doing fancy work, crocheting or knitting. I don't blame any girl who passes the office of the External Affairs Department and who sniffs the odor of the Premier's tea, and, knowing she can't go in to participate, going back to her knitting.

Now, if you make a reduction of 25 per cent, in the indemnity of members here, say from $4,000 to $3,000, I would propose a reduction of one fifth on the salary of all the judges—every one of them, from top to bottom.

"Talking about Commissions, you have the one of which Mr. D'Arcy Scott is the counsel at $100 a day. The day goes on, and the day goes over, and $100 a day is dropped into his hands. Well, a good many lawyers in Canada do busines for less than $100 a day for a month.

Fat Salaries for Judges

"I find in the accounts for the administration of justice that the salaries of judges of all classes amount to about $2,000,000, in round numbers. That would give you $400,000. There is no doubt that no class in the community could stand the cut better than the judges. When I came to this House, the salary of a judge of the Supreme Court of Nova Scotia was $4,000; now it is $8,000. The County Court judges' salaries were about $2,-000 up to $2,500; now they are all paid $5,000. If you are going to ask typists and clerks on salaries of $600 and $1,200, and men that work in the fields and in the drains, to economize and to make a self-sacrifice, I do not know any class in the community on which you could more fairly make a claim than you could on all the judges in Canada.

Women Workers and Minimum Wage

(Continued from page 1)

sary for girls who worked as hard as the girls in the book-bindery industry were compelled to do. Her boss expected the same amount of work from her in the afternoon as in the forenoon, and she required a substantial mid-day meal.

A member of the Women's Labor League criticized the method which apparently the Board adopted in deciding that the $12.50 was sufficient.

It could not be proven that $30 to $45 per week were sufficient for the maintenance of a family of five. Often a man's wife was compelled to go out to work. Often children were sent to work when they were still of the school age. This, because of the insufficiency of the wage of the average working man.

To claim that the minimum wage was based upon the barest necessities of life can mean anything, because everything is relative. Other conditions enter into the question, such as, the ability of the employers to pay, and the general standard of living demanded by the workers to conform with general advancement. In view of the fact that the workers of Canada get back only one-fifth of what they produce, it proves they have the right to expect and demand more in the way of wages. The reason the minimum was low, was because the pressure brought to bear on the Board was stronger from the employers than from the workers because the latter were not organized.

When asked what the girls could do to get wages higher than the minimum Dr. MacMillan was not prepared to answer. The girls, without hesitation, replied, "Organize."

"Young Worker" Special Number

"The Young Worker," official organ of the Young Workers' League of America, has announced that its June 1st issue is to be a special young miners' number, dealing with the specific problems of the young workers in the mines all over the country, and their relation to the Young Workers' League.

The issue will contain special articles by such well known and active workers among the miners as Barney Mass, Young Workers' League District Organizer in the Southern Illinois, Thomas Myerscough, Secretary of the International Progressive Miners' Committee, Jack Johnstone, Assistant Secretary of the T.U.E.L., Charles O'Neil and Pat Toohey, of the Pittsburgh district, and many others.

Special efforts are being made to have this issue distributed on as large a scale as possible and it is expected that Workers' Party branches, no matter what language, which function in mining territories, will help "The Young Worker" by sending in orders immediately for a bundle of the special issue. A bundle of 100 can be obtained for $3.00; that is, 3c per copy in bundles of five or more.

"The Worker" urges the comrades in the mining territory to send in orders to "The Young Worker" for the special issue and distribute it widely among the young miners. The propaganda effect will be of tremendous value.

Orders by mail should be in the hands of "The Young Worker" by May 10th. Telegraphic orders will be received up to May 18th. Send all orders and money to "The Young Worker," 1009 No. State Street, Chicago, Ill.

On April 21st, John Larson, a middle-aged miner, while a patient at the Mines Hospital, Cobalt, became violently insane, and had to be removed to an institution for the mentally affected, no doubt due to experience in the hopeless struggle for existence under the present system, the realization of the fact that his man-power was nearly exhausted, with the fruits of all his labor being enjoyed by exploiters, with the beautiful future holding no hopes for him other than the cold, cruel, humiliating hand of charity.

THE THE

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Room 301, 95 King St. E.
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WORKERS!

Celebrate the Victory of the German Communist Party (K.P.D.) at the Polls!

Speakers:

MAURICE SPECTOR (recently in Germany)
TIM BUCK
AND OTHERS
CHAIRMAN—JACK MACDONALD

Labor Temple Assembly Hall
Sunday May 11th, at 7.30 p.m.

UNDER THE AUSPICES OF THE COMMUNIST PARTY OF CANADA

Welfare Workers Get a Ragging

London, Ont.—This city is just recovering from its yearly welfare drive, that event having taken place last week, its slogan "Fourteen in One" resembling a shoe polish advertisement. The two daily papers, which benefit on a fifty-fifty basis, staunchly upheld the drive for charity as would become the mouthpiece of the capitalist cockroach business magnates who use the opportunity as a get-together of all the Kiwanis, Rotaries and Commerces of the city on such humanitarian grounds as the mere collecting of $125,000 from the wage plugs to remedy an evil of which the capitalist class are the cause.

Safe and sane ideas emanated from such a body—an hour's pay per month per year was a wonderful suggestion, one day's pay, another and strenuous effort was immediately undertaken. In the shops and factories where the workers had no organization to back them they had to cough up. One worker at a local factory stated that "the bunch at our shop kicked like hell, but when the superintendent came around they could not get their pencils out quick enough."

Checked by Union

At the local car shops, which are strongly organized, the approach was somewhat different. The meeting of the union officials was called and a scheme of collaboration was propounded to them by the members of the welfare committee and was immediately turned down by the union officials refusing to have anything to do with it, with a suggestion to the welfare gang to put the question before the men at dinner hour. Accordingly next noon after recruiting the services of the church in the shape of the Rev. MacIntosh, whose attitude towards respectable Labor is well known in London, they appeared before 300 men in the large dining hall. Rev. Mr. MacIntosh opened the barrage by deprecating a system so unjust as the capitalistic system, suggesting that the wherewithal for charity could more justly be taken from profiteers, etc., and hailed the day when a more equitable system would be brought about, but repudiated his brethren on the Clyde and their Bolshevistic tendencies in favor of Ramsay's capitalistic democracy and appealed with true Christian philosophy for the "poor we have always with us."

Questions and Answers

The leader of the welfare committee then outlined the object of the welfare campaign, asking the co-operation of the workers and said that he would answer any questions The men certainly took advantage and he was kept busy supplying information.

One question elicited the statement that it costs about four per cent. to run the charity drive.

Another questioner wanted to know how many members of the Chamber of Commerce were on the committee. The answer was "quite a few."

What representation has labor on the board, was also asked. The answer was, "None, but that would be remedied in the future."

A voice from the gallery wanted to know why the bosses did not pay a sufficient wage thereby reducing the need for charity. No answer.

Then, finally, who pays for the dinners at the Tecumseh House? was quickly answered by stating that the individual paid for it himself; and as quickly the retort "Well, then, why not eat home and give the money to charity?"

The whistle settled the argument, but next day the men voted as a body to have nothing to do with the matter, many voicing the sentiment that if the welfare workers came to their homes, as in the past, one could give or refuse as he felt inclined without let or hindrance from anyone.

The Fruits of Democracy

Berlin.—The statistical office of Germany publishes a table showing the decrease in consumption of foodstuffs in Germany as compared with the pre-war period. These statistics reveal the systematic undernourishment among the workers in Germany.

Here are a few of the striking comparisons made: The German people to-day consume 3-5 of the pre-war ration of rye bread, ½ of wheat bread, rolls and noodles; ¼ of barley and barley products; ½ of meat, and 4-5 of the pre-war ration of potatoes.

This Rummy World

"The longer I live the more I discern, that this world of ours is a darn queer concern. It's a crime to pick pockets but it's perfectly right to pick a man's wages on Saturday night; for the laws are constructed wherever I've been, that the workers are made for the grafters to skin. If you try to be honest you will sure to be known by the patch on your pants. If you steal a few milions you're a person of note; if you steal a hambone the police get your goat. If you run around naked you are sent to the pen; if you swipe some old clothes you get there again. If you murder in war your valor is sung; if you privately murder you're doomed ed to be hung. If a girl sells her virtue, she's branded as vile; but the rooster that bought her is met with a smile. If a man tells the truth then the people get tired; if they tell a myth they say he's inspired. It's a funny old world wherever you turn; it's a develish, twisted and darned queer concern; it's badly balled up and it's all out of tune, and must be a sight for the man in the moon."—Henry M. Lickenor.

—In "Rip Saw"

WHAT TO DO

Many letters of appreciation are received by "The Worker," some of which approve of the policy of our paper, other suggesting improvements, and a small number expressing a desire to help us along by securing subscriptions. We are, ourselves, appreciative of all such letter, and the contents are always gone into carefully to see what can be done towards accepting any of the ideas which suggest improvement.

But those letters containing requests for subscription pads are the ones that appeal to the mercenary heart of the Keeper of the Treasury. Not alone, however, because we see the prospect of subs, but because we are defeating the object of our existence if we fail to increase our circulation. There are various ways of securing circulation; we have only ONE channel open to us, and that is the assistance of our own readers.

May Day has passed, and industry will be under way again, even though it be in a limited manner. We appeal to our readers to see that the other fellow on the job is approached. Don't be satisfied with a mere talk to him concerning "conditions," leave something more tangible behind.

Write for a sub-blank—and see to it that it is filled in!

During April we received the following in subscriptions from the active ones in the various towns.

Toronto	$19.00
Vancouver	14.00
Winnipeg	11.00
Nanaimo	8.00
Timmins	8.00
Montreal	7.50
Ladysmith	6.00
Drumheller	5.00
Kitchener	5.00
Hamilton	5.00
Regina	5.00
Mountain Park	5.00
Rocky Mountain House	4.00
Nordegg	4.00

Alexander Trachlenberg will speak on the Russian and German situations in Vancouver, Sunday, May 18th.

W.P. Fighting Wage Cuts in Halifax

Halifax, N.S.—Under the influence of "economy" and the necessity of cutting the tax rate, a drive is being made to reduce wages of all civil employees in Halifax. This means that the workers will have to pay for the defalcations, running beyond $90,000 for the City Collector alone, that have occurred under the corrupt regime imposed on the City of Halifax by the Liberal clique.

As soon as the wage reductions for firemen, policemen, school teachers and civic employees generally were announced the Communist Party got into touch with those affected and endeavored to have them organize and defend themselves. It was impossible to achieve this, though the general nature of the cut gave a first class chance for united ation.

At the same time the Communist Party approached the Trades and Labor Council and that body got busy and protested against the reduction. For the first time teachers came to the Council and expressed, unfortunately only as individuals, their conviction of the necessity of class solidarity.

As a further measure of protest the Communist Party is running J. S. Wallace as aldermanic candidate in Ward 6. While this ward is largely made up of workers, their strength cannot be shown in a civic election owing to reactionary legislation. This gives the vote to property holders and practically withholds it in its entirety from the workers generally, thus giving the landlords and big business firms a preponderance of strength.

Nevertheless, though the vote polled for this and other reasons is apt to be small, the campaign is a good one. Several joint meetings have been held between Wallace and the other two candidates and good propaganda put over.

Chinese Slaves Man Besco Ships

On April 12th, 49 Chinamen were landed at the port of Halifax, arriving there from Liverpool aboard the liner Cedric. They came at the instance of the British Empire Steel Corporation, to displace the native-born crews of three of their vessels, the Daghild, Rosecastle and Wabana. This is another instance where Besco in the constant race for profits, decides to starve another section of the workers of this province.

This is not a new thing in Besco circles. It has been tried again and again on the miners and steelworkers. That is the reason why hundreds of skilled miners are walking the streets of our towns, jobless, penniless and on the threshold of starvation. That is the reason that thousands of our children are unable to obtain a satisfactory school education. That is the reason that strife and dissatisfaction is rife among all the Besco wage slaves.

In 1923 the Federal Government passed the "Chinese Immigration Act and Regulations," which comes under the Department of Immigration and Colonization. The Minister of Immigration is the Hon. Mr. Robb, now acting as Minister of Finance.

This Act prohibits the landing of Chinese in any port except the ports of Vancouver and Victoria, B.C., which are the only ports of entry from China to Canada under the above Act.

The Chinese landed from the S.S. Cedric at Pier No. 2, Halifax direct from Liverpool, England, having arrived there from Canton, via the Suez Canal.

Under the Act, Chinese are prohibited from landing. Chapter 38, Sections 6 and 7 state:

"No person of Chinese origin or descent shall enter or land in Canada except at a port of entry."

"No person of Cinese origin or descent other than the classes mentioned in paragraphs a and b of Section 5 shall be permitted to enter or land in Canada elsewhere than at the ports of Vancouver and Victoria."

Under Chapter 38, Section 9, the Minister has the following powers:

"The Minister may authorize the admission to Canada of any person of Chinese origin or descent without being subject to the provisions of the Act, and such admission shall be authorized for a specified period only, but may be extended or cancelled by the Minister in writing."

Manning Canadian Ships

These Chinese are imported from the Orient as crews for the Besco ships. These Chinese are acting in the capacity of sailors, quartermasters, oilers, stokers, stewards and cooks: they are to relieve the hardy Nova Scotians.

Here is an instance that has aroused the widest possible interest in not only the Province of Nova Scotia, but in the whole Dominion.

Are Chinamen Placed in "Bond"

The immigration authorities say that the Chinese are not being landed, but are being placed in bond aboard Canadian ships trading in Canadian waters; that they are not subject to a head tax, which was formerly $500 each, but merely in bond.

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037291

PROVINCE OF MANITOBA
JUDGE'S CHAMBERS

Jan 28/25

The
Hon A Meighen
Re &c
Ottawa
o o

Dear Mr Meighen

I am sending herewith two cuttings from to-days Free Press -

This should be "nipped in the bud"

If there is statutory authority to stay this movement I suggest that it should be put in motion by the government without delay - Y us authority then it should be got at the earliest moment - If you agree with me will you bring it before and press it on the government

faithfully yours
Lochet Locke

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Ottawa, Feb. 4, 1925.

His Honour Judge Locke,
Winnipeg, Man.

My dear Judge Locke:

I have yours of the 25th with enclosures. It is not possible for me to know what the Government may or may not be doing in the matter of rounding up Communistic activities. When, however, these people threaten force it is certainly time that the Government took account of the situation. I will take the first opportunity of drawing the matter to their attention.

Yours very truly,

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CANADA

037293

7 West 121st Street
The Gerard
New York
U.S.A.

To The Right Hon. Arthur Meighen

Sir:

Ypr pardon I do ask if in writing I do seemingly presume. But our Canada is in my estimation the bright particular gem in the British Crown. I love our Canada and her glorious people I have travelled and retravelled Canada. and I have now watched over her welfare that she may

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never allow the Jews to gain the upper hand to demoralize Canada as they have my England and this U.S.A. I have made a study of the Asiatic swindler & assassin the Jews for over 30 years and read this yiddish press for 20 years nobody may tell me that I do not But the Jewish republic this black crimes & this diabolical aims we are steadily facing the

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PUBLIC ARCHIVES
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CANADA

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Wa[illegible] my England for
Ihre [illegible] despite the
Judaized corrupt Politicians
who sent £s to Canadian
£s to Australian. Arabia
South-African gun Britons
and make room for the
hordes of Bolshevik Jews. We
are under obligations to
Shelter & grant British citizen-
ship to a dastardly crime
in August 1921 the Public Wire and
the Swiss Marshall called a pro-
test meeting this insurance was
Sir Basil Thomson head of the
Bolshevik Branch at Scotland
Yard. They filed a protest
wherein they read "While England
Greatest Premium Maritime Empire

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has and is granting the highest Spiritual
Privileges to our Co-religionists — Whereas
His Excellency Judah Schamfil Sir Basil Thomson
is cruelly & ruthlessly depriving our
Poor Returned Brethren who have come
to England for shelter and protection
an Protest against these atrocities by
Basil Thompson." later one read this
in the Press. "Sir Basil Thomson
insulted by Lloyd George who states
that Sir Basil had to go as no
Tzarist Black Hundred methods
will be tolerated on English soil
was this remain enough to be
Jews no. 2 Jew must go on
read of the arrest of Sir Basil
in Hyde Park. This dastardly
act was a Jewish frame up: next
came a Protest Meeting against
Sir Ronald Sheis Gov. General
of Jerusalem. Called by the
Poalei Zion and the Zeire Mishmar
protesting against Sir Ronald
Holding this Position as

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he was not qualified for
stating to Bro-Chyilub &
to Bro-Abab. The protest
reached the Sloyd Empyr and
he was just about to-do his
washup (the Jews) bidding
when his Gov. Gill. Duncan
Sawcame into-room. Sir
Ronald Skins is the Gov. In.
when our Canadian Gov
hailed Trotsky at Halifax
April 1917 as any enmy alien
the Jew A. Kerensky demanded
of the-Bilub Gov. that Trotsky
be released. a body of Jews
headed by the-Pattie Wise
Sons Marshall. Schiff & Warburg

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jimmy to the White House
to the Sun supreme Ct
Pres. Wilson bought some
sort of pressure to bear
upon the Canadian
to Britain for any way
Turkey was released and
the world runs the
rest of this horrible
tale. in 1915 H. Morgenthau
the U.S. Ambassador to
Turkey engineered the Gallipoli
disaster for the U.S. Jews
as did A. Mellon and the
Jew Minister of War Jew to

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CANADA

I to Republic of France Equipment
it for the French Army in
that first place only a part of it
part that there was not a
I to in the world armed
part Power to come into
the possession of that which
was rightfully hers by Constantople
that Gallipoli disaster pro-
longed the war three years
Bulk the loss of millions of precious
Lives when Mr. Morgenthau re-
turned he boasted at a luncheon
Given in his honour and "ha
ha ha every time I think of
how the Turks put it over the
English I laugh. The Turks
did not have ammunition
enough to fight a fly
ha ha then when the

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CANADA

Command came "Evacuate" - "can
you beat it the enemy with no
ammunition and England command
Evacuate - why I have fought
hens that the Turks had
no ammition. ha ha ha. yes
so did every rifle I was using
in every department & I was in
the Dardanelles. hence the command
"Evacuate". there was not a gun
on earth that ever intimated
that our hand and Kitchener
would ever reach the loyal
Egyptians. the Jews & England
but the Mahometans & the
Indians. hoping that you
will accept this writing in
the spirit in which it is written
the enclosures sent. I ms
& remain Sincerely yours

2 April 1926 Mrs Emily C. Lorraine

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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283 St. Joseph St. West, 301
Apt. 4 Montreal
April 6th

To the Right Honorable Mr. Meighen,
Ottawa Mr. Meighen,

As one of the women who has voted for the Conservative Government and who belongs to a family, loyal to the principles of that party, I take the liberty of requesting upon your valuable time for a few moments. —

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But this by the way. The enclosure
explains this letter. I feel sure you
are aware that communism is steadily
growing from East to west & unless
something be done speedily to check
its power, there is trouble & serious
trouble we many years ahead.
I am writing you this because I have

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83303

at present I think, most
intelligent people feel that
Canada is in a sad muddle
politically. We have a great
country but we are not growing
as we should. We need protection
for our industries, we need
capital & develop our great
resources & above all we
need population and a
market for our products.—

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1304

& much respect for your ability,
& great admiration for the way
in which you fearlessly espouse
the cause in our body
politic. — Trusting that
this appeal may meet with
your approval & in closing may
I express the hope that
soon for & you part may be
the reins of government,

Yours sincerely
— S. S. B. —

Wm Owen Rede Campbell

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037305

P.S. It may interest you to know that one of my brothers ran against the late W. Pugsley in St. John and in the last election I spoke various times on behalf of the candidate for this ward.

S. I. C.

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CANADA

037306

382

Ottawa, Apr. 9, 1926.

Mrs. Owen R. Campbell,
285 St. Joseph Blvd. West,
Montreal, P.Q.

Dear Mrs. Campbell:

Your letter of the 6th instant reached me to-day. I can well believe it is quite true that this is going on unchecked and probably has reached substantial proportions.

Yours very truly,

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CANADA

037307

382

Ottawa, Apr. 16, 1926.

Mrs. E. V. Lorraine,
527 West 121st St.,
New York.

Dear Madam:

Owing to pressure of his parliamentary duties Mr. Meighen has found it impossible to attend to his daily correspondence, and I am therefore acknowledging receipt of your letter with enclosures. Just as soon as it is possible to do so I shall place your letter with contents before Mr. Meighen.

for enclosures
see material
file

Yours faithfully,

Private Secretary.

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CANADA

4426

Hunt, A.B., M.P.

037308

Ottawa, June 4, 1925.

Fred R. Cromwell, Esq.,

Cookshire, P.Q.

Dear Fred:

I really should have written you sooner but am only now getting abreast of my office work here. Have been keeping in touch with Senator R.H. Pope as respects Compton, but I really should have an analysis of the situation from yourself. It is impossible, of course, to conjecture what the Government will do with these three vacancies, Compton, East Hastings and West Middlesex. Something will depend probably on the result of the elections in Nova Scotia on the 25th June. If these should go favourable to the Liberals they probably will bring on the bye-elections right away or one or two anyway, such as suit them. If they don't, they may bring on Compton alone or they may bring on none. Anyway we should be up and doing and know where we are at in each county. We are on our feet in Ontario, but I would like to get a report from you on your district and especially on the county of Compton.

Very sincerely yours,

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CANADA

426

Hunt, A.B., M.P.

037308

Ottawa, June 4, 1925.

Fred R. Cromwell, Esq.,

Cookshire, P.Q.

Dear Fred:

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Very sincerely yours,

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037309

SAINHOPE PULP AND LUMBER CO.
F. R. CROMWELL, MANAGER
COOKSHIRE, QUE.

TELEPHONE 96

COOKSHIRE, July 22 1925

Rt. Hon. Arthur Meighen,

Ottawa, Ont.

Dear Leader:

You will wonder why I have not written you before now. I can assure you that it was not because I did not want to but because I could not size up the situation as I would like to, awaiting time to relieve.

I think conditions are more in our favor at the present time than any other time since we were defeated. It is pretty hard to say what will happen in Compton County in a Bye-Election . In a general we have a fighting chance if we can secure the right candidate and in my opinion Mr. John McClary is the man. He is the Superintendent of the Expermental Farm at Lennoxville, which is located in the county of Sherbrooke but he still owns his farm in Compton County. We have tried to get him to run before and failed. He is conversent with both languages and is well and favorably known throughout the County of Compton. You might be able to induce him to run, as a special duty on this occasion. I would advise if you think best to write him a personal letter. He is one of my best friends and was placed there on the Farm by our Party and should make the fight.

We are pretty well organized to call a convention. We have had our anual meeting which was pretty well represented , more French than English attended. Of course the women's vote depends very much on how they are advised. I hope it will be right. You are likely informed as to that, if not, you should be as it is very important in this Province.

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TELEPHONE 96

037310

STANHOPE PULP AND LUMBER CO.
F. R. CROMWELL, MANAGER
COOKSHIRE, QUE.

COOKSHIRE, July 22nd. 192

I have had occasion in my business to be over a considerable part of this section of our Province and there is no doubt but that a general dissatisfaction prevails with the King Gov't as well with yourself. If it were not for the word "Conscription" we would have a " walk over " even though they have been well baited with Quebec Harbor and Montreal Bridge. You cannot find any of them but who say that you are a very able man with lots of courage but they have been poisoned, yes, saturated with it. Now, this of course must be offset by something. What will it be ? Has it ever occurred to you that you might make a good hit by running in one of our Quebec counties, say, against Hon. E. Lapointe in Laurier's old county. They might like to have another Premier to represent them. It might have a good effect throughout Canada as well as in this Province. I mentioned this about six weeks ago to a few friends, some French and some English speaking and the majority thought that it would bear good fruits. I hope you have found out from good authority how the leaning of any advice we may receive through our spiritual leaders - it should be better than neutral, there is lots to concern them that should make them our friends.

Our platform has room for every walk of life and at this particular time every citizen of Canada should be inclined to get on for national respect and preservation.

What about the Prairie provinces ? It seems almost as though we might stick something into our platform that would be of a catching nature. Could we not do something in regard to government supervision of the elevator so that the farmer would be assured of a fair deal as to grade and weight when he lands with a load of wheat.

I hope the Hon. Patenaude will be in the fight. Quebec is looking on him as their Big Man and his influence would be greater than all the rest put together. It would command great support if he were our chief in this province.

You will excuse me for writing this long epistle as I am sure you are bothered with so many of its kind.

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STANHOPE PULP AND LUMBER CO.
F. R. CROMWELL, MANAGER
COOKSHIRE, QUE.

TELEPHONE 96

037311

COOKSHIRE, July 22nd. 1925

I was sorry that I did not have an opportunity to have had a chat with you when in Ottawa. It was just a flying trip . I had to be in Montreal next day or would have stayed over. Lazy men are not much use to us either in business or politics. Our organizers should scout about a bit. It stirs up enthusiasm.

Hoping you will be blessed with good health to make the great fight, which I believe will be successful. You can count on me to do my best.

Your friend,

Fred

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037312

H/426

Ottawa, June 24, 1925.

Dear Fred:

I feel very badly that I did not see you last night. As you know the Government rushed on a vote on the Home Bank and Australian Treaty and the right handling of our party in the House on these questions is most vital. I did not get home until 3 o'clock and this morning found you had gone on the early train. This is really too bad as I wanted to see you in the worst way and discuss the Compton situation with you and especially the Eastern Townships. If you cannbe bewdown thethe near future write me just as fully as possible.

Yours very truly,

F.R. Cromwell, Esq.,
Cookshire, P.Q.

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037313

426

Ottawa, Ont., 26th July, 1926.

Dear Mr. Cromwell,

Many thanks for your long deferred letter of the 22nd. I am just a little afraid Mr. McClary would hardly accept the Compton nomination. You have mentioned his name to me before and I know he has been tried. However I will write him a letter as you suggest urging him to accept if nominated. I am exceedingly glad the French-Canadians are taking the interest they are. There are indications that the high support to which you refer will in some degree and perhaps pretty strongly come to us.

As to the Prairie Provinces the news is getting better from that territory, but, of course the Progressives are still strong there. The whole party, east and west is very earnestly anxious for Mr. Patenaude to take up the fight. He has not yet finally decided.

I suppose you know Ted was in England. He took a trip after the college year and is expected back early in August. It would be just like him to call around yourway on the road, although he is going to be late as it is. Kindest regards to all.

Yours very truly,

F.R.Campbell,Esquire,

Cobourg.

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Confed.

PRIME MINISTER'S OFFICE

037314

Subject.....

Date July 1 1926 *Publication* Winnipeg Tribune

OUR NATIONAL IDEAL

Canada, the nation, is 59 years old today. Before Confederation, July 1, 1867, Canada consisted of a few separate provinces—Upper and Lower Canada, now Ontario and Quebec, and the Maritimes—and a great area to the westward about which little was known.

That area is now called the Great West. Fifty-nine years ago men knew it but vaguely. They had some knowledge of the great plains. The fur traders had travelled the country for a great many years; the buffalo hunters had been there; missionaries and explorers had traversed the land, but no one knew its worth. What was its value? No one knew in 1867.

Canada and the Great Canadian West, with a magic that rivals Aladdin and his wonderful lamp, has become transformed since the Fathers of Confederation set about their task of knitting together a more or less diverse colonial element into a great national structure. Railroads have been built across league after league of prairie where there was once nothing but rank buffalo grass; transcontinental trains now penetrate mountain ranges which the horseman hesitated to tackle; towns have sprung up and become prosperous cities; schools have been built, universities founded, rivers harnessed, mines opened. The gifts of nature have been adapted to the uses of man—such is the epic of a nation that is still young, and all done in less than the span of life alloted to man by tradition and Holy Writ.

Our material wants are safe today—but what of our spiritual needs? We need a deeper love for and loyalty to the land in which we live. Like all other young countries, we have too many people exploiting Canada, not enough exalting her. True patriotism is a sacred thing. It runs deeper than self-interest, party feelings, or superficial flag-waving. It is a spirit of love for all that is fine and honorable in the life of a nation.

What Canada most needs today is a patriotism which is willing to subscribe to the spirit of the ancient Anthenian oath.

"We will never bring disgrace to this, our city, by an act of dishonesty or cowardice, nor ever desert our suffering comrades; we will fight for the ideals and sacred things of the city; we will revere and obey the city's laws and require like respect and reverence in others; we will strive increasingly to quicken the public's sense of civic duty; thus, in all these ways, we will do our part to make our country greater, better and more beautiful."

What a magnificent Canada this would be if all of us—statesmen, politicians, professional men and women, workers by hand and by brain, and the children in the schools—lived up to the ideals embodied in the old Athenian oath.

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Confed

PRIME MINISTER'S OFFICE 037315

Subject.....

Date July 3/26 *Publication* London Free Press

The Call of Canada

Another year has passed in the life of this young country and Canada has been receiving congratulations on having reached another birthday. Canada, of course, counts her age as a Dominion from Confederation. She is still a young country, but has reached the age of responsibility and has vitality and experience sufficient to accept the obligations that fall upon a free state within the empire.

* * *

If we could vocalize the thoughts and feelings of Canada to-day we would hear her calling to her sons and daughters to think more in terms of their native land and to make their contribution to the building up of Canada. She would have us listen to the voices of the past, especially the voices of the pioneers, who came of the finest stock any country ever possessed, and who sacrificed everything in their endeavor to transform the virgin forests into fertile fields, and who laid the foundations of Canada's splendid life. They had noble ideals for Canada. Their sacrificial deeds call upon us to "take up the torch" and light the way for a better future.

* * *

We hear again the call for the spirit of unity in Canada. When the fathers of Confederation sought political and social entity for this land their task was a superhuman one. The peoples were separated by vast differences, physical, racial and geographical, which divorced the sympathies of the people. The barriers have not been totally removed, but it is safe to say they have been reduced. Rapid transportation and the growth of the country will do much to break down the sectional barriers which have been such a drawback to this country. The people must have the vision and the democratic spirit always associated with youth which will lead us to the goal of national unity.

* * *

There is a pressing call for prosperity in Canada. Though far from being the most important it is perhaps the loudest call we hear to-day. "We want prosperity!" is the shout of Canada. One leading statesman says we are on the verge of it. He says: "I see the dawn of a new era of success for my country lighting the line of the horizon. The great progress of the United States has passed. The achievement of progress by the next generation of humanity lies with Canada." Compared with many other countries one would be inclined to say Canada had little else but prosperity. We know practically nothing of poverty, and it has been said that she has more money in the bank per capita than any other nation in the world.

* * *

Prosperity alone may prove the downfall of any nation. Wealth enough to gratify our luxurious tastes might bring us to ruin. We need a sane, spiritual piety of life more than prosperity. Canada needs a piety among her people that will ever exalt honor, truth and righteousness. It is a great thing when a nation speaks to know that she is believed; that other nations have faith in her integrity. It is this that has made Britain great. There is no prestige like that which piety produces. "Blessed is the nation whose God is the Lord." Canada is honored in this respect. But even in our land there are loud-talking people who would rule God out of our national life, who would abolish the Bible. There are a few extremists who would tear down our altars, send ministers to exile, turn our churches into forums and abolish religion from the land. We thank God they are few. The heart of the nation is still true to the nobler ideals of life.

* * *

We know that a nation which rejects the spiritual and the eternal things of life will not long survive in the secular. No land can truly come to its best which has no faith in the unseen or eternal. A country cannot live on wheat alone. We may build our cities, populate our prairies, develop our natural resources, educate our youth and accumulate wealth, but these alone cannot keep the conscience clear or the soul alive to God. The recognition of religion pure and undefiled is essential to the progress of any country.

* * *

The call of Canada should not be for a rapid progress or a sporadic growth. It should be a call to an unwavering faith in her future and her ultimate destiny, and with that faith in the hearts of her people to build surely and solidly that form of national life which shall be more than a mere scaffolding soon to be torn down, but which shall be like a great cathedral standing in solemn strength against the beating storms of the passing centuries, ever calling her people to a consciousness of God and the reality and permanence of the things which are eternal.

RELIGIOUS PAPERS, Series 3 (M.G. 27, I, Volume 46)

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CANADA

PRIME MINISTER'S OFFICE

037316

Subject

Date Sept 18/26 Publication Ottawa Citizen

CANADA'S DIAMOND JUBILEE.

Editor, Citizen: I am enclosing herewith a copy of the letter that our committee has sent to heads of educational institutions and other public men from coast to coast, and a great many very favorable and enthusiastic replies have been received.—THOMAS G. KING, Orillia, Ont.

Dear Sir:—

"Why do we have a holiday on the 1st of July?" The question asked by a twelve-year-old boy belonging to a family who had been in Canada for nearly a hundred years, set an Orillian who overheard it thinking. Surely there was something wrong with the training in national history and consciousness when an intelligent boy could reach the age of twelve without understanding the significance of Dominion Day.

The train of thought induced by the incident led to the inspiration that the Sixtieth Anniversary of Confederation, in 1927, offered an opportunity to hold a celebration that would impress itself upon the imagination, and make it certain that no man, woman or child in Canada of ordinary intelligence would have to ask "Why Dominion Day?" Such a celebration could also be used to stimulate and emphasize the spirit of national unity and of loyalty to Confederation.

The suggestion was brought before the Orillia Kiwanis Club at one of their Monday luncheons, and was received with enthusiasm. Since somebody must start such a movement, it was decided to form a committee for the purpose of endeavoring to interest public bodies and public men in organizing an adequate celebration of Canada's Diamond Jubilee, and the Canadian Club, Board of Trade and other organizations were invited to co-operate. Hence this letter.

Some of the Main Features.

The committee feel that the proposed celebration should have three characteristics:

1. It should be on a big scale worthy of the occasion and of the country, and such as will impress both our own people and the outside world.

2. Certain main features of the program should be common to every city, town and hamlet from coast to coast, so as to create a feeling that all Canada is joining together in a big Birthday Party.

3. The children should be given a prominent part in the program, so that a lasting impression of national unity and consciousness may be made on the minds of the rising generation.

Children to Have Prominent Part.

Several suggestions have been made towards furthering the end in view:—

Making an impression upon the minds of the rising generation being a primary object, it is suggested that a children's picnic should form a feature of every local program for the Diamond Jubilee, such picnic to include one short address, a meal, and children's games, the effort being to have every boy and girl taking part, thus uniting children of every class, race and religion in a great Dominion-wide birthday picnic.

Beacon Fires from Coast to Coast.

2. In the evening, a beacon fire to be lit in every city, town, village and hamlet across the country, at one moment, the beacon to be fired by a child under 10, of the family in the community with the longest record of Canadian lineage, on the part of either father or mother. This also would impress the children because it is spectacular, and because one of them would have a part, the choice being made irrespective of class, creed or color.

3. A salute to be fired by electricity from Ottawa in every provincial capital and city where there is artillery stationed.

National and Local Banquets.

4. A great national banquet to be held at Ottawa and broadcast from one end of Canada to the other.

5. Banquets at each of the provincial capitals, to be broadcast locally. A proviso to be that no speaker shall be resident of the province in which the banquet is held.

Feature Canadian Sports.

6. Where practicable, special programs on Saturday, July 2, to feature distinctively Canadian sports, such as lacrosse and canoeing.

Special Sunday Services.

7. Services of national re-dedication and consecration on Sunday, July 3, in every place of worship in Canada—if possible at the same hour, so that the church bells will summon Canadians of every denomination from coast to coast to acknowledge at the same moment their fealty to Almighty God.

This would mean that the Diamond Jubilee celebration would extend over three days, which in itself would make it distinctive from an ordinary Dominion Day.

Invite King George and Queen Mary.

The Orillia committee feel that, if the matter were taken up at once by the proper authorities, their Majesties King George and Queen Mary might be found willing to grace with their presence the Diamond Jubilee of their premier dominion. This, needless to say, would be the cap stone of the whole celebration, and would ensure its being taken seriously as a great national event.

Industrial Forward Movement.

The committee further believe that an appeal from influential leaders for the great industrial forward movement might have the effect of marking the Diamond Jubilee year as the beginning of a new era of development and prosperity.

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PRIME MINISTER'S OFFICE

037317

Subject.....

Date.....*Publication*.....

Suggestions Invited.

The present committee can only broadcast these suggestions and hope that the idea of such a celebration will be taken up and put into effect by organizations and individuals in the various provinces of the Dominion. If the proposal appeals to you we trust that you will co-operate by doing whatever occurs to you as practicable towards promoting the object in view.

The committee has been gratified at the manner in which the proposal of a Diamond Jubilee celebration has been received by the press. In case you yourself look upon them favorably, it would enable us further to judge as to the reaction to our proposals, and would be of assistance in enlisting others in putting them into effect, if you would write expressing your opinion as to the whole project, and as to the suggested program, with any criticisms or additional features you may care to put forward. Please let us hear from you.

Yours in the interests of a united and glorious Canada,

THOS. G. KING,
Secretary.

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CANADA

Confed

PRIME MINISTER'S OFFICE 037318

Subject.....

Date Sept 30/26 Publication Ottawa Citizen

For Diamond Jubilee Year

Last session of parliament, Senator John Lewis made one of the outstanding contributions to the Senate debates in a cultured speech on the significance of the Diamond Jubilee of Confederation to the people of Canada. The Citizen reproduced substantial excerpts of Senator Lewis' speech at the time. It should be reprinted and circulated verbatim.

A letter to The Citizen from Orillia, last Saturday, directed the attention of Ottawa citizens to the movement which is already under way there to organize the commemoration of Diamond Jubilee on a national scale. A preliminary executive has been organized by public bodies and service clubs in Orillia, "for the purpose of fostering the national spirit and securing uniform observance of Canada's Diamond Jubilee."

In a message to the Centennial Number of The Citizen, last month, Right Hon. W. L. Mackenzie King said:

> I hope it will be my privilege, particularly as next year is the Diamond Jubilee of Confederation, in some way substantially to contribute to the great work of Ottawa improvement which, I know, was so dear to the heart of Sir Wilfrid Laurier. I look forward to the achievement of an enduring public improvement such as will worthily reflect the confidence of the nation in Ottawa's greater destiny as the Capital of Canada, ever growing in grace, contentment and virility, the true mirror of unity and progress in our nation of contented people and happy homes.

Mr. King's desire to see the sixtieth anniversary of Confederation commemorated in Ottawa by some great public improvement should inspire early action on the part of leaders of opinion in the city, to co-operate with the government. He said again, at the mass meeting in the Auditorium a week ago:

> I think that next year, which is the Diamond Jubilee of Confederation, we should seek to commemorate Confederation in this city in a manner which will be remembered through the years to come. I cannot say more than that at the moment, except to add that I hope you will send to parliament my friends Mr. Chevrier and Mr. Edwards, to work with me towards bringing about the achievement of that purpose.

Ottawa made that wise choice at the polls last Tuesday. With such particularly acceptable federal members, and with Senator Charles Murphy as keen to serve the Capital's interests in the Senate, something truly magnificent can be worked out as the milestone in Ottawa to mark sixty years of progress towards nationhood in Canada.

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CANADA

PRIME MINISTER'S OFFICE 037319

Compl

Subject.....

Date Sept 22/26 Publication Ottawa Journal

ASK NEW GOVT. ENDORSE PLAN FOR JUBILEE

Canadian Clubs Would Celebrate Canada's Birthday In An Impressive Way.

Steps will be taken by the National Association of Canadian Clubs to ask the Dominion Government to organize the celebration of the diamond jubilee of Confederation, it was decided yesterday at the first meeting of the newly elected executive of the association. A delegation of the Canadian Club will approach the new Government when it is formed.

The question of the celebration of the diamond jubilee has been under consideration, and at the convention held in Ottawa, two weeks ago, the carrying out of the scheme was left to the executive. The conference, representing Canadian clubs throughout the Dominion, was strongly in favor of a fitting observation of the day.

The delegation from the National Association of the clubs will urge the Government to set up a committee, presided over by the Prime Minister or other member of the Cabinet, and representative of the whole of Canada. This committee will have full charge of organizing the celebration. Members of the Canadian Club executive felt that it had to be taken up by the Government and be given a national aspect, with celebrations in every part of the Dominion, and at the Capital.

Among the suggestions made to the Canadian Club executive by Canadian Club members from different parts of Canada are: Invitations to the King and Queen, the lighting of beacon fires across Canada, the holding of pageants in each city, the distribution of pictures of the Fathers of Confederation, and other matters.

The delegation, headed by C. G. Cowan, of Ottawa, chairman of the executive committee, and composed of the committee representing the whole Dominion, will seek an interview with the Prime Minister as soon as he is in office.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

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CANADA

Copied

PRIME MINISTER'S OFFICE 037320

Subject.....

Date Sept 22/26 *Publication* Ottawa Citizen

WANT GOVT. TO TAKE HOLD OF JUBILEE PLANS

National Association of Canadian Club's Executive Decides Important Step For Big Show of 1927.

WANT CELEBRATIONS IN EVERY PART OF CANADA

Invitation To King and Queen And Beacon Fires Across Dominion Suggested.

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Among Suggestions.

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Conscription

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Boyd JS	4 Dec. 1925	37320q-37320s
Brown PL	7 Dec. 1925	37320nn-37320qq
Ford AR	4 Dec. 1925	37320e-37320h
Givens WR	4 Dec. 1925	37320a-37320d
Griffin W	25 Nov. 1925	37320bb-37320dd
Haig JT	5 Dec. 1925	37320x-37320aa
Hocken HC	4 Dec. 1925	37320m-37320p
Jennings CAC	9 Dec. 1925	37320rr
MacNicol JR	7 Dec. 1925	37320jj-37320mm
Manion RJ	9 Dec. 1925	37320ss-37320tt
Nicholls ME	4 Dec. 1925	37320i-37320l
no author		37320ee-37320ii

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CANADA

037320 a

Ottawa, Dec. 4, 1925.

W. R. Givens, Esq.,

Kingston Standard,

Kingston, Ont.

Dear Mr. Givens:

I have not yet been able to look over the fyles of the Standard to see what comment, if any, you made on my Hamilton speech, but I think I should outline to you briefly the reasons which prompted it.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was

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What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not involve delay. In 1914 we could have had two general elections before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than ' break of war. Had the Government at that time undertaken to enforce

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conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced, the course to which I am committed.

Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension to the very great detriment of our strength as a party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching hereto copy of what was actually said.

Yours

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

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PUBLIC ARCHIVES
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CANADA

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Ottawa, Ont., 4th December, 1925.

Dear Arthur,

While I was South you were in Ottawa, and I am sorry indeed that we did not have a chance to discuss various matters. There is one subject I had wanted to discuss with you, and indeed was anxious to do so before I spoke in Hamilton. Circumstances which impelled me to make the statement rather sooner than I had otherwise intended will be disclosed to you later.

May I ask you to accept my word first of all that the speech I made there was not made precipitately, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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What the Hamilton speech involves is this, that without substracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a General election. This should not, and would not

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In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

Arthur R. Ford, Esquire,

London Free Press,

London, Ontario.

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Ottawa, Ont., 4th December, 1925.

Dear Mr. Nicholls,

I am sorry indeed that you have disagreed with me as respects the speech I made at Hamilton. I am writing you, not at all in the hope of altering the position which you have taken in the Tribune, because I know you cannot do that, but I do desire to make as clear as I can the reasons for the stand I have taken.

May I ask you to accept my word first of all that the speech I made there was not made precipitately, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can readily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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Mr Meredith:
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who these letters are
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Ford
Jamie.
Nichols

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

E. K. Nicholls, Esquire,
Winnipeg Tribune,
Winnipeg, Man.,

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CANADA

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Ottawa, Dec. 4, 1925.

H. C. Hocken, Esq., M.P.,

Toronto, Ont.

Dear Mr. Hocken:

I have not yet been able to look over the fyles of the Orange Sentinel to see what comment, if any, you made on my Hamilton speech, but I think I should outline to you briefly the reasons which prompted it.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

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Ottawa, Dec. 4, 1925.

J. Sutton Boyd, Esq.,
Moncton Times,
Moncton, N.B.

Dear Mr. Boyd:

I have not yet been able to look over the files of the Moncton Times to see what comment, if any, you made on my Hamilton speech, but I think I should outline to you briefly the reasons which prompted it.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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With kindest personal regards,

Yours very truly,

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Ottawa, Ont., 4th December, 1925.

Dear Arthur,

While I was South you were in Ottawa, and I am sorry indeed that we did not have a chance to discuss various matters. There is one subject I had wanted to discuss with you, and indeed was anxious to do so before I spoke in Hamilton. Circumstances which impelled me to make the statement rather sooner than I had otherwise intended will be disclosed to you later.

May I ask you to accept my word first of all that the speech I made there was not made precipitately, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced the course to which I am committed.

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

Arthur R. Ford, Esquire,

London Free Press,

London, Ontario.

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461

Ottawa, Dec. 5, 1925.

John T. Haig, Esq., M.L.A.,

Winnipeg, Man.

Dear John:

I would like to have had a talk withmyou before making the speech which I decided to make at Hamilton but such of course was impossible. This pronouncement has evoked some criticism.

May I ask you to accept my word first of all that the speech I made there was not made precipitately, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

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CANADA

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couldnot locate just when filmed

Ottawa, Ont., 5th December, 1925.

Dear Mr. Griffin,

I have just returned from the Bagot bye-election, and have your letter of the 25th November. The suggestion you make would not be any change at all from the procedure adopted in the past, and would, therefore, get us nowhere. You may rely upon it I have made the closest and most earnest possible study of this subject, and of how best to direct our course, having regard to the extreme difficulty which the events of the last 10 years have created.

As respects a referendum I would not submit to this procedure, believing in the sound British procedure of an appeal by the Government itself.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us,

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WATSON GRIFFIN, F.R.G.S., F.R.S.A.
OAKVILLE - ONTARIO - CANADA

November 25, 1925.

Right Hon. Arthur Meighen,
Conservative Leader,
Ottawa, Ontario.

(Personal)

Dear Mr. Meighen,

Believing that you, as leader of the Conservative party, will be glad to receive information about public opinion and suggestions regarding policy from any loyal Conservative, I take the liberty of writing you in reference to your Hamilton speech, which has excited comment throughout the British Empire and is being discussed in every constituency of English-speaking Canada.

Judging from remarks coming from men who have always been strong Conservatives, loyal to your leadership, I believe that speech created a most unfavourable impression and may cause the loss of a number of Ontario constituencies unless something is done to counteract its influence. I do not think it will be the means of winning a single seat in Quebec.

It seems to be generally regarded as a complete surrender to Bourassa, going much further in the direction of taking Canada out of the British Empire than Sir Wilfrid Laurier ever went.

The statement of policy which has created a feeling of hostility to your leadership among some of your strongest supporters was reported as follows by the newspapers:

> "If ever the time should come when the spectre of 1914 should again appear, I believe it would be best not only that Parliament should be called, but that the decision of the Government, which of course would have to be given promptly, should be submitted to the judgment of the people at a general election before troops should leave our shores."

Allow me to suggest the following amendment:

> If ever the time should come when the spectre of 1914 should again appear, I believe that troops should not leave our shores without the consent of Parliament and **that CONSCRIPTION** should not be adopted without the approval of a majority of the electors as expressed either in a referendum or a general election.

The decision of the Borden government to resort to CONSCRIPTION was submitted to the people in a general election a few months

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WATSON GRIFFIN, F. R. G. S., F. R. S. A.
OAKVILLE - ONTARIO - CANADA

afterward. I think very few Canadians would object to the principle of submitting the question of **CONSCRIPTION** to the people immediately after the Government reached a decision in favour of that policy. Whether there should be simply a referendum or a general election should be left to the decision of the Government of the day. If the Government's decision were supported by a good working majority in the House of Commons a referendum might be better than an election, being less likely to be influenced by partisan appeals and misrepresentations.

In conclusion I may say that I believe the unfortunate situation in Quebec is largely due to the fact that the Conservative party has never attempted to educate the people of Quebec to see that under the extraordinary conditions of the great German war — conditions that never existed before and are never likely to exist again -- **CONSCRIPTION** was necessary to save Canada from a German invasion, for if **CONSCRIPTION** had not been adopted by the allies Germany would have won the war.

I have emphasized the word **CONSCRIPTION** throughout this letter because I believe that substitution of that word for the phrase "before troops should leave our shores" would be approved by Conservatives in general.

Yours faithfully,

Watson Griffin

WG/A.

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Memorandum re Conscription.

The first thing to be noted ~~ax~~ is that the Borden Government of 1917 did not introduce conscription into Canada.

The next thing to be noted is that in 1917 the Liberal party in the House voted, not against, but for conscription, and that but nine members voted against conscription, all of these being Conservatives. Patenaude was one of them. Most of them had been, in the past, Nationalists. last

The/~~xxxx~~ thing to be noted is that those who are ~~xxx~~ injecting the issue of conscription into the present campaign, are, to put the matter mildly, inconsistent. The issue is raised against Patenaude- anti-conscriptionist, on behalf of a government which, consisting as it does of a majority of conscriptionists, (apart from its Quebec personnel) has gone out of its way to load favours upon those Liberals who deserted their party in 1917, voted for conscription in the House and made its application possible.

Conscription was not introduced by Borden in 1917. He found it in force then, under the Militia Act, Chapter 41 ~~xx~~ Revised Statutes, a codification of an Act passed in 1898 under the Laurier regime. Section 69 of the Militia Act read, and yet reads, as follows:

"The Governor in Council may place the Militia, or any part thereof, on active service anywhere in Canada, and also beyond Canada, for the defence thereof, at any time when it appears advisable to do so by reason of emergency."

Section 72 of the same Act provides that "In time of war, when the Militia is called out for active service to serve conjointly with His Majesty's regular forces, His Majesty may place in command thereof a senior general officer of His regular army.

There are no regular troops of the British Army, nor any British generals, in Canada. The Act, therefore, very clearly contemplated service by Canadian troops in Europe. In addition, during the year 1904 the Laurier Government took the opinion of Sir Charles Fitzpatrick, then Minister of Justice, and of the Deputy Minister of Justice, as to the power of the government to send troops out of Canada in time of war. Both of these named have since served as Judges of the Supreme Court of Canada. Both agreed that under the Laurier legislation of 1898 the government, without further legislation, had that power. These opinions were referred to during the 1917 debates on conscription.

Now who constituted "the Militia" under that Act, which, remember, is still in force? Says Section 10 of the Act- "All the male inhabitants of Canada, of the age of eighteen and upwards, and under sixty, not exempt or disqualified by law, and being British subjects, shall be liable to service in the Militia: Provided that the Governor General may require all the male inhabitants of Canada, capable of bearing arms, to serve in case of a levée en masse."

This was the condition as Borden found it. He found conscription of the most flagrant character in force, binding every male inhabitant of whatever character and whatever age, to serve in Canada or out of Canada; he found every male inhabitant a member of the militia and subject to draft. He found them subject to it without Act of Parliament and liable to be "torn from the arms of their wives and mothers" by the mere operation of an Order in Council of the government. There were a number of minor exemptions. See section 11 of the Act. These ~~xx~~ exemptions included only certain officials of government, professors, teachers, clergy, the disabled by reason of bodily infirmity, the only son and supporter of a widow, pilots and

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persons whose religion involved a doctrine opposed to military service.

The conditions of the time and the character of the war that was on in 1917 required a change in the manner of drafting men. The exemptions needed to be changed and very much extended. The age limit was reduced from sixty to forty-five. Married men and persons engaged in certain occupations must be extended much greater consideration than the rigid Act of 1898 could provide. Tribunals must be established that could deal with particular cases, each case upon its own basis, upon principles of justice and convenience instead of upon strict statutory law. The Act of 1917. indeed was an EXEMPTION ACT, and not a Conscription Act at all.

It was impossible, in view of the inflamed state of public opinion in Quebec, to make these things plain ~~them~~ during the elections of 1917. Audiences simply would not listen to the explanation. Some explaining was done in 1921 but the public mind was still inflamed. Now, under happier auspices, it is hoped that a dispassionate survey of the real conditions will be acceptable and be had.

To end this section of this memorandum as it was begun- Sir Robert Borden did not introduce conscription into Canada. He merely lightened the burdens of it and made it more bearable. It fell to him to enforce it and he but did his duty. No political party in Canada as such opposed conscription as such. Laurier could not and did not. He was its father and could not disown his child. The next section of this memorandum will establish these facts.

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Following Sir Robert Borden's introduction of the Military Service Act of 1917, Laurier, on June 21, 1917 (Hansard 2524) moved to postpone consideration of the Bill "until the principle thereof has, by means of a referendum, been submitted to and approved by the electors of Canada."

On the same day, Barrette, (a Conservative) moved the six months hoist. (Hansard 2524). Barrette's motion was a direct attack and the only direct attack made upon conscription itself.

Laurier's resolution being under debate he, on June 18th (Hansard 2403) used these words,- "The French people have not enlisted as they should have. That I admit and nobody regrets it more than I. But in British countries there is only one way, and the sovereign way, of meeting all these difficulties. It is to appeal to the country, and to appeal to the whole country, not to one section, but to all sections, and when the country has pronounced then the question is settled and all must submit to the law. What I propose is that we should have a referendum and a consultation of the people upon this question. . . . . When the consultation with the people has been had, when the verdict has been pronounced, I pledge my word, my reputation, that to the verdict, such as it is, every man will submit, and I claim to speak at least so far as is concerned the Province of Quebec from which I come. . . . . I am very firm in the belief, I am unshaken in it, that when the voice of every man has been heard the aggregate will be the true voice, the right voice and the right solution." He insisted, however, that the votes of the soldiers must be taken even if it would take a long time to do so. At pages 2403-4 Laurier further said,-

> "I repeat that when the verdict of the people has been given there can be no further question and everybody will have to submit to the law. And again I repeat the pledge I gave a moment ago on behalf of my own province, that every man, even though he is today opposed to the law, shall do service as well as any man of any other race."

Laurier, (unlike Barrette) presented no resolution against conscription itself. Laurier's resolution was for a plebiscite. He pledged himself that if conscription were enacted following a favourable plebiscite, he and his province would support it.

In the result, although Sir Robert Borden and his party voted against Sir Wilfred Laurier's motion for a plebiscite, they, in effect, afterwards acceded to his motion. They enacted the Bill but postponed its actual operation until after the elections. Conscription was not enforceduntil the people of Canada had pronounced favourably upon it.

When, under Barrette's motion against the principle of conscription itself, the issue involved came up straight for decision every Liberal in the House voted for the principle of conscription. The first man to attack the Barrette motion was Mr. Pardee, whom Mr. King has since elevated to the Senate. (Hansard 2524) . Boivin attempted a flank attack on it (Hansard 2844). He objected to the resolution as out of order, and moved for a ruling. Boivin's objection not being sustained (Hansard 2880 and 2944) Barrette's motion was lost upon division July 5th, 1917 (Hansard 3074) Every Liberal in the House voted against it. So did every Conservative excepting Achim, Barrette, Bellemere, Boulay, Descarries, Girard, Guilbault, Paquet and Patenaude.

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Immediately after the defeat of the Barrette motion, which was the only motion attacking the principle of conscription, Laurier's motion for a plebiscite came up for a vote. Laurier and his party, unlike Patenaude and his "trusty eight" feared to attack conscription itself because of the effect of such a course upon provinces other than Quebec. The Laurier motion for a plebiscite was a device whereby he hoped to "play off" both ends against the middle". Laurier had pledged himself to the enforcement of conscription in case the people evidenced their demand for it. He had pronounced in favour of forcing his own province to obey conscription if the other provinces insisted upon that force being exercised.

When the Laurier motion came to a vote 19 Liberals voted against it. (Hansard 3075) There were four pairs. H. H. Macdonald and Pugsley were paired on the Laurier motion. Patenaude and the same other eight Conservatives who had voted for Barrette's motion voted for Laurier's motion.

The main, or Borden, resolution, for second reading of the Bill was put to a vote shortly after at the same sitting. (Hansard 3085) Patenaude and his eight Conservative associates voted with the Laurier forces. On the other hand, 23 Liberals voted with the Borden forces. These, with the government members were those who "imposed" the Bill of 1917, but not conscription, as has been made plain, upon Canada. It is interesting, and instructive, to examine who they were and what has happened to them since.

Following is the record,-

Buchanan - - - Made Senator by King Government.
Carvell - - - Made Chief Ry. Commission by Borden Government.
Champagne - - Died.
Charlton - - Became Conservative
Clark, Dr. - - Offered Liberal nomination 1925. Refused it.
Cruise - - - - Became Conservative.
Douglas - - - Became Conservative.
German - - - - Supported King Gov't 1921-25, when he retired because another than he made Senator.
Graham - - - - Made Minister by Mr. King.
Guthrie - - - Became Conservative.
Maclean - - - Made President Exchequer Court Canada, Salary $12,000, by King Gov't.
McNutt - - - - Became Conservative.
McCoig - - - - Made Senator by King Government.
McCraney - - - Died
McLean (New Brunswick) - - Became Conservative.
Nesbitt - - - -- Became Conservative.
Neelee - - - - Died
Pardee - - - - Made Senator by King Gov't.
Ross - - - - Made Judge by King Gov't.
Knowles - - - Died
Loggie - - - Died
Truax - - - - Fate unknown.
Turriff - - - -- Made Senator by Borden Gov't. Became a lonely Pelican as Progressive in the Senate.

It is even more interesting to examine into the conscription, or anti-conscriptionist character of the government on whose behalf the dried corpse of conscription is being dragged into this campaign to attempt the defeat of the forces of Patenaude, who, in 1917, then a young man upon the threshold of a brilliant career, resigned his place in the Ministry of that day and went into obscurity as a sacrifice to his anti-conscriptionist convictions.

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These are some of the men, all of them former or present members of the King Cabinet, who "imposed" upon Quebec the "nefarious" Bill of 1917.-

Fielding - - Conscriptionist, active as such. Influenced Premier Murray of Nova Scotia to take a like stand and urged him to enter Borden Cabinet. Elected as Unionist and assisted to the end to enforce conscription. Premier Murray in turn supported conscription and induced Hon. A.K.Maclean to enter Unionist Cabinet. Mr. Mx King rewarded Mr. Maclean by appointing him President of the Exchequer Court of Canada.

Graham - - Conscriptionist. Voted for Borden and against Laurier on all divisions in the House. Mr. King has delighted to honour him.

Murdock. - - Conscriptionist, open and declared. Appointed to Board of Commerce by Borden Government.

Stewart. - - Conscriptionist, open and declared, one of those who produced the solid Unionist Alberta in 1917. Mr. King supplied him with a seat in anti-conscriptionist Quebec.

Massey - - - Conscriptionist. Openly supporting the Union Government in 1917 and later served on several of its Committees. Mr. King will give him the best portfolio that he can provide.

Bostock. - - Conscriptionist. Mr. King made him Minister of Public Works and afterwards President of the Senate.

Foster - - Conscriptionist, New Brunswick. Mr. King calls him to the Cabinet.

Macdonald - Conscriptionist, although in his absence from the House, his "pair" operated to poll his vote for the Laurier resolution. Refused to run as a Laurier candidate in election of 1917. Since highly honored as Minister of Militia and Defence.

In addition to these Mr. King proposes, he says, to add to his Cabinet from the West,-

Norris. - - <u>Conscriptionist</u> of Manitoba. Unionist of 1917, one of those who produced the almost solid Unionist Manitoba of 1917.

Dunning - - <u>Conscriptionist</u> of Saskatchewan, a participant in the production of the solid Unionist Saskatchewan of 1917.

In 1917 honest men differed upon this important issue. It was their right to do so. In our day, when other issues have arisen for settlement, while we may not admire the logic of those, who, being anti-conscriptionist in 1917, now raise that issue and toss it as a flaming brand into the arena where these other issues are being fought, we cannot, perhaps, impugn their <u>right</u> to influence such as <u>can</u> be influenced by passion and <u>cannot</u> be reached by logic. That sort of thing is part of the game as some play it and it has not been unusual. But the spectacle of a government so strongly conscriptionist in personnel as the King Government, a Government whose hand has so richly rewarded those who "ratted" from Laurier and the Liberal party in 1917, attempting to defeat, upon the issue of conscription <u>Patenaude</u>, who then was anti-conscriptionism personified, is surely one for which a fitting stage would be a madhouse with actors and audience alike bereft of sense.

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Ottawa, December 7th 1925.

Dear Mr. MacNicol:

I had intended having a talk with you before I made my speech at Hamilton, but did not manage to get around to it. Circumstances arose which impelled me to make a pronouncement earlier than I had otherwise intended or I most certainly would have gone over the speech with you first.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasise this very important fact. What was advocated

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at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country, who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitely for Canada taking the honourable part and adhering to that course.

What the Hamilton speech involves is this, that without subtracting in the least from the Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared intention of the administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not, involve delay. In 1914 we could have had two general elections

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before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Suth a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced the course to which I am committed.

Personally I believe very strongly that the peace of the world for many, many years, and prbbably for more than one

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Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching hereto copy of what actually was said.

In the above I have southt to express clearly and frankly my own mind on the subject, and I most earnestly hope these viess do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

J.R. MacNicol, Esq.,
3 Glenholme Ave.,
Toronto, Ont.

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Ottawa, December 7, 1935.

Dear Mr. Brown:

I have not yet been able to look over the fyles of the Port Hope Times to see what comment, if any, you made on my Hamilton speech, but I think I should outline to you briefly the reasons which prompted it.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a

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What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilisation under the existing law, and all other steps necessary to carry out the declared intention of the administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not involve delay. In 1914 we could have had two

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Some mistakes and musunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching hereto a copy of what was actually said.

In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

Peter L. Brown, Esq.,
Port Hope Times ,
Port Hope, Ont.

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Ottawa, December 9, 1935.

Dear Mr. Jennings:

I am sorry to have delayed answering your letter of the 4th. I am really exceedingly busy but I will try to do anything you ask me and will get the article to which you refer written just as soon as I possibly can. I am leaving for Portage la Prairie on or before the 15th but will be back on the 22nd.

May I add a word of appreciation of the stand of the "Mail and Empire" with respect to the Hamilton Speech. I cannot do better than at the same time send a copy of a letter which I have addressed to a few friends on this subject. I am still very strongly of the view that the procedure outlined is the right procedure and that if our friends will only act logically and loyally on the subject it will go far to strengthen the party's position throughout the Dominion.

Yours sincerely,

C.A.C. Jennings, Esq.,
The Mail and Empire,
Toronto, Ont.

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Ottawa, December 9, 1925.

Dear Dr. Manion:

I do not know whether you have felt much of the reperoussions up in Fort William or not but I have encountered much more difficulty than I expected as a consequence of the speech I made in Hamilton. First of all you may rest assured I am not going to swerve by a hairs breadth. The procedure there advised is the right procedure and if our friends will only do some thinking and act logically and fairly it will turn out of great advantage to the Conservative party as well as to the country. Toronto is the chief centre of difficulty. The Winnipeg Tribune is also opposing me strongly. I am enclosing copy of a letter which I have written to some friends.

You will be astonished to learn that our mutual friend Tom Blacklock has become very much incensed over the subject. I have not seen him since and indeed he declines to have anything to do with me. He has written an article in the Detroit Free Press under his signature three columns of denunciation. I am not sure that there is anything you can do but really Tom's conduct has hurt me far more than all the rest of them combined. He is one to whom I have felt under

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considerable obligation and I am most anxious not to allow his present action to interfere with, or impair the feeling toward him, which I have always held. It has occurred to me that possibly you might have business down this way and have a talk with him. It may do no good but it may do some. I will be leaving here for the West Monday or Tuesday so may be away when you come, that is, if you see fit to come at all. Should I be away drop in and have a talk with my Secretary first.

My visit to Portage la Prairie is merely to enable Mrs. Meighen and myself to show some recognition of the exceedingly vigorous fight conducted there by our friends. Possibly I will accept a dinner out there and make a speech on this subject again. I am thinking it over. There is no question at all about the tremendous advantage it is going to be for us in the Province of Quebec if they do not see disunion among us in Ontario.

Yours sincerely,

Hon. R.J. Manion, M.P.,
Fort William, Ont.

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TRANSLATION.

L'EVENEMENT, Dec. 10, 1925.

SIR WILFRID LAURIER AND THE MILITARY SERVICE ACT.

(Extract from a speech by Hon. D.O. L'Esperance)

We have spoken in the course of our despatches and our articles of a remarkable speech delivered at Acton Vale by Hon. Senator D.O. L'Esperance. On this occasion, speaking the eve of the balloting at Bagot, he touched on some of our present questions. But as his Liberal adversaries raised anew the spectre of "conscription" in the hope of frightening the electors, to an explanation of this question he gave the most attention. To make the matter more clear he reviewed the events which preceded and brought about the "Military Service Act" of 1917. We quote verbatim, as taken by a stenographer, this part of Senator L'Esperance's speech and of his conclusions:

"Now, permit me to speak to you for a few minutes of a man whose public career has been much discusssed in this province and on whose account we have heard many calumnies.

It was in 1911 that I had the honour for the first time to be seated in the House of Commons by the side of Mr. Arthur Meighen, himself an ordinary Member. In 1913 he was called by his Leader to assume the responsability of Solicitor-General of the country, and, four years later he was named Secretary of State.

We come now in 1914 to that tragic phase of our history which saw break the greatest war of modern times and perhaps of all time. A special session of Parliament was convoked to sanction the war measures which the Government must urgently take, and I, your humble servant, was charged at this memorable session with the signal honour of proposing the address in response to the Speech from the Throne. Ladies and Gentlemen, one would have to live through those solemn

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moments to understand the importance of the session which was about to open. I recall again the dramatic circumstances when Canada for the first time was to decide officially to take part, and in the full measure of her strength, in the gigantic war which had broken out. I recall moreover nearly word by word the speeches that were delivered during that session, and above all by the leader of the Liberal party, the Right Honourable Sir Wilfrid Laurier. Behold us therefore, Ladies and Gentlemen, at this turning-point in our history when Canada for the first time went to take part in the battles of the Empire. But before I quote to you some of the words which were pronounced at this memorable session, permit me to go back to the source which inspired this policy. Permit me to cite the words of him who commenced the work but who was prevented by circumstances from going to the end, leaving to others the arduous task of finishing the work which he had commenced. I refer to Sir Wilfrid Laurier.

So, before reciting what passed at this special session of 1914, permit me to quote the first words which were pronounced by this Canadian statesman, who, speaking in the name of his country, proceeded for the first time to promise the support of Canada to England if ever she were in danger.

Declaration of Laurier in England.

On the occasion of the Jubilee of Queen Victoria, Sir Wilfrid Laurier, speaking at the banquet of the Imperial Conference, given to the Colonial Prime Ministers, and presided over by the then Prince of Wales, afterwards Edward VII, pronounced the following words:

"Let the trumpets sound, let the fires be lighted on the hill-tops, and in all parts of the Colonies, though perhaps we may not be able to do much what we can do we will do to deliver England."

(Reported from the "Globe" Toronto, June 18, 1897.)

Now I come to what took place, and to what was said in Parliament in the course of the session called specially

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for the ends of war. Ah! I recall all that was said then, and the other day, eleven years later, I cited almost verbatim to a friend the words of the great Liberal leader; but, lest I be accused of garbling the text or of changing its nature, allow me to read you a few extracts taken from the official Hansard. It was the 19th August, 1914; Sir Wilfrid Laurier, taking part for the first time in the debate on the Address, declared as follows:

"WHEN ENGLAND IS AT WAR, SAID LAURIER, WE ARE AT WAR."

"We have long said that when Great Britain is at war we are at war; to-day we realize that Great Britain is at war and that Canada is at war also. Our territory is liable to attack and to invasion. This is not an unfounded dread of danger; this is no mere illusion; it is a real and indeed a proximate danger.

.....

We have had another and more striking evidence that when Great Britain is at war we are at war, in this - that our commerce has been interrupted, and perhaps the expression would not be too strong if I were to say that it has been to some extent dislocated. From the day war was declared - nay, from the day the possibility of war was first mooted - our shipping to Great Britain and to Europe has been interrupted. Ships were lying at the docks fully loaded and ready to put to sea, but unable to do so because of the fact that when England is at war Canadian property on the high seas is liable to capture.

(House of Commons Debates, Special Session, 1914, page 9.)

In the same speech Sir Wilfrid Laurier declared:

ASSENT TO ALL MEASURES.

"This session has been called for the purpose of giving the authority of Parliament and the sanction of law to such measures as have already been taken by the Government, and

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any further measures that may be needed to insure the defence of Canada and to give what aid may be in our power to the mother country in the stupendous struggle which now confronts her. Speaking for those who sit around me, speaking for the wide constituencies which we represent in this House, I hasten to say that to all these measures we are prepared to give immediate assent. If in what has been done or in what remains to be done there may be anything which in our judgment should not be done or should be differently done, we raise no question, we take no exception, we offer no criticism, and we shall offer no criticism so long as there is danger at the front."

(House of Commons Debates, Special Session, 1914, page 8.)

By these words Sir Wilfrid Laurier beforehand engaged himself, and engaged all his followers, to ~~adopt~~ approve all the measures which the Government would adopt in the future, even the putting in force of the Military Act, that is to say, the conscription of all men in good health between the ages of 18 and 60.

A little later on again, what did he say?

"THE FULL MEASURE OF OUR RESOURCES."

On the 19th of August, 1914, Sir Wilfrid Laurier declared in the House of Commons as follows:

"More than once I have declared that if England were ever in danger - nay, not only in danger, but if she were ever engaged in such a contest as would put her strength to the test - then it would be the duty of Canada to assist the motherland to the utmost of Canada's ability."

(House of Commons Debates, Special Session of 1914, page 9.)

And he added:

LAURIER FIRST SAID: "READY, AYE, READY".

"It will be seen by the world that Canada, a daughter of old England, intends to stand by her in this great conflict.

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When the call comes our answer goes at once, and it goes in the classical language of the British answer to the call to duty: 'Ready, aye, ready.'

(House of Commons Debates, Special Session, 1914, page 10.)

Permit me, now, Ladies and Gentlemen, to leave the House of Commons for a moment, and to cite the words of the official organ of the Liberal party ~~for~~ the district of Quebec, a paper which many among you know without doubt, a newspaper at least which is well known in our district; I refer to the "Soleil" of Quebec. Now, what did the Soleil publish under date of the 25th September, 1914?

"LAURIER FIRST SAID: OUR LAST MAN, OUR LAST CENT."

"Ottawa, 25. - Speaking to a Methodist Convention at Ottawa. Sir Wilfrid Laurier declared, speaking of the war, that 'we should be glad not to be the aggressors in the present conflict. We should be glad, he said, despite all the repugnance we have for war, because we are fighting for the cause of justice.and sincerity. History shows that when the British Empire goes to war it is because peace cannot honourably be maintained. OUR DUTY IN CANADA IS TO HELP THE MOTHER COUNTRY TO THE LAST DOLLAR, AND TO OUR PARTICIPATION TO THE LAST SOLDIER IF THAT IS NECESSARY."

(The "Soleil", 25th September, 1914.)

And nearly two years later Sir Wilfrid Laurier said, in the edition of the "Canadian Annual Review" of the 8th February, 1916, page 409:

"OUR MEN AND OUR MONEY", SAID LAURIER.

"Under the circumstances Canada had nothing else to do but what she did, tomplace at the disposal of England ALL HER RESOURCES IN MEN AND IN MONEY."

(Sir Wilfrid Laurier, 8th February, 1916. See "Canadian Annual Review, 1916, page 409.)

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Will we deny these quotations taken word by word from the official records of the House of Commons, as well as those taken from the Globe, the Soleil, and the Canadian Annual Review? I place them in the hands of the mayors of Acton Vale, city and parish, and if it can be proven that they have been garbled or falsely reproduced, I shall give for the encouragement of your ~~houses of~~ educational institutions the sum of ten thousand dollars, provided that ~~the~~ my opponent undertakes to pay the same amount and for the same ends, if I have spoken the truth. (Loud and prolonged applause.)

I say and declare to you electors of Bagot, and in the face of the whole country, that the speech of Sir Wilfrid Laurier in the House of Commons in 1914 justified fully and without restrictions the immediate putting into force of the ~~military~~ militia law which he had himself amended, and which, if it had been applied by the Conservative Government as it was would have conscripted all able men between the ages of 18 and 60.

What was this law as amended by Laurier?

The provisions of the Militia Act adopted in its present terms in 1904 are found in Chapter 41 of the Revised Statutes of Canada, ~~of~~ 1906. I cite verbatim article 10, page 671,

LIABILITY TO MILITARY SERVICE. (CONSCRIPTION)

"All the male inhabitants of Canada, of the age of eighteen years, and upwards, and under sixty, not exempt or disqualified by law, and being British subjects, shall be liable to service in the Militia: Provided that the Governor General may require all the male inhabitants of Canada, capable of bearing arms, to serve in the case of a levée en masse."

(Revised Statutes of Canada, 1906, Vol. 1, page 671 - English edition.)

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EVEN OUTSIDE OF CANADA.

"69. The Governor in Council may place the Militia, or any part thereof, on active service anywhere in Canada, and also beyond Canada, for the defence thereof, at any time when it appears advisable so to do by reason of emergency."
(Revised Statutes of Canada, 1906, Vol. 1, page 682.)

I will go further, I do not hesitate to say that the Government of the day took a great responsability in not applying the Militia Act from the beginning of the war, when in Belgium and the North of France the Germans were emptying Convents, outraging women, massacring children and driving into exile those whom they had not exterminated. And if the first onslaught of the Boches had vanquished Belgium, France and England, our country would have been exposed to the same outrages.

But the Conservative Government, despite the danger which existed, as Sir Wilfrid so well said, did not want to go so far. It contented itself in the first place with voluntary enlistment, and hundreds of thousands of our Canadians enrolled forthwith following an intensive campaign in this sense by all public men of both parties.

I am assured that ~~even~~ in this town the men who are at the head of affairs pronounced themselves in favour of voluntary enlistment. (Applause.) They did not think they would ~~take~~ lose ~~away from~~ your esteem Ladies, in asking you, mothers of families, to give your sons to their country to assure/the defence of that country and save our menaced civilization. (Applause.) Many of you saw these sons depart. Ah, these heroes, these gallant ones, who went voluntarily! How I admire them! How weak and small I feel when I think of them! How they merited all our support, all our encouragement! And that is why, Ladies, ~~when~~ in 1917, at the most critical moment of the war, having learned from our French and English staff officers that a new disaster was imminent and menaced our armies because of the defection of

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Russia, the Government had to take, despite the ~~reluctance~~ repugnance it felt, the measures necessary to sustain these young men whom we had encouraged to go and make the supreme sacrifice of their lives. (Long applause.) In putting the Military Service Act into force we wanted to intensify our moral support to the Allies; but what we desired above everything was to sustain and help our men who had gone voluntarily. (Applause.)

It was at this time, or rather a few months before, that the President of the United States, one of the most distinguished statesmen of that great country, Mr. Wilson, who had a few months before, in the course of the presidential elections of 1916, received the support of the American people in the preaching of non-intervention of his country in the war, did not hesitate, himself a man of honnour above all else, a man without stain, when he learned of the real danger that menaced the civilization of the world, did not hesitate, I say, despite his contrary declaration made to the people of that country a few months before, to make a turnabout and declare war on Germany and at the same time put into force conscription in a manner much more rigourous than was the Military Service Act passed by the Canadian Government. (Applause.)

And nevertheless, Ladies and Gentlemen, never in the United States did President Wilson's adversaries blame him. On the contrary, he became over night and remained during the whole duration of the war, the national hero of the United States, and his renown became so universal that one can say without fear of contradiction, that starting from that moment right up until the conclusion of peace, President Wilson exercised an influence comparable to no other in the universe. And he who in the United States would dare to say against President Wilson what has been said here against Mr. Meighen who went much less far than he, be it in the change of his attitude or be it in his application of conscription

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he, I say, who would dare to repeat against President Wilson, who is to-day in his grave, the calumnies, and the infamies which have been spread against the Rt. Hon. Arthur Meighen, would be interned as a fool or as a criminal.(Prolonged applause.)

And I ask of my proud compatriots, I ask the mothers of families, and the young girls of my race, if it was not the duty of the Conservative government to keep the engagement of honnour made in regard to our volunteers, and not to abandon them in the grave hour of peril which menaced them in 1917? And inasmuch as the entry of the United States into the war was considered as one of the most encouraging factors for the Allies, was it not the duty of Canada to aid in the efficacious raising of an American army by asking a new sacrifice of our people, and to imitate the example of the Government at Washington which decreed the levée en masse of all young men capable of bearing arms? Patriots who hear me, would we not have been lacking gravely in pride and duty if we had acted otherwise? (Long applause in all parts of the vast meeting.)

Ah! Mothers of families who listen to me, you have seen Mr. Meighen, who has come into the county of Bagot, and immediately established himself as being in sympathy with you, and at once you have understood that this man has been injured and calumniated in this province, and that is why,you, whose hearts xxx brim with generosity, stand up to vindicate him.

Let us return now to the present question, that of the election in Bagot county.

I declare here before you and before the whole country, with all the conviction with which my soul is filled, that the public men, whether they be called Mr. Cardin or another name, who come and tell you that you should not elect a Conservative in this contest, when they know perfectly weal that the Liberal party cannot keep itself in power, are not goo

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good patriots. I will go ~~further~~ further and I will tell them that they are sacrificing for the success of their party, the best interests of their province, they are making themselves culpable of a political crime and impartial history will hold them severely accountable.

That is what you have understood, you women of Bagot, for the feminine intuition understands far quicker than the common sense of man, and your maternal instinct, Mesdames, ~~prrrrrrrrr~~ detects the danger before it is seen. It is this feminine intuition which piety raised to the sublime which urged Jeanne d'Arc to realize the greatest wonder of all time. At 17 years, ~~this~~ this virgin with a great heart, as a celebrated French poet so apty named her, ~~Jeff~~, without money, without influence, poor little ~~ignorant~~ villager ignored in her own town, left her home, her parents and her friends, and within the short space of a few months, ~~went and~~ accomplished wonders which are the marvel of history, and feats of ~~arms~~ arms which the greatest captains of modern times ~~have~~ envied. (Long applause.)

I do not with to keep you too long, but before closing permit me to declare here before this assembly and before ~~Mr~~ Hon. Mr. Fauteux who, if he is elected, will soon be a part of the Conservative Government, that as ~~as~~ long as he is a minister and as long as God gives me strength and health I will give him, without reckoning the cost, my entire support and all the influence which I ~~exert~~ among the men who will be to-morrow his colleagues, and among my friends in the Senate.

When I was an ordinary member, from 1911 to 1916, I had the privilege of enjoying among my colleages of the House of Commons and the Ministers of the time, an influence which often surpassed that generally exercised by an ordinary member.

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If I say this, Mr. Fauteux, is it not to seek praise, nor to seek to have me extolled by my fellow-citizens, but it is to make you understand that I can on many occasions be useful to you and help you to claim for the province of Quebec what the 65 members elected in 1921 have never been able to obtain; while these 65 members do not hesitate to vote considerable sums of money for railroads in the West to serve a few hundred immigrants it has been impossible for us here in this province to obtain/service for our colonists and our inhabitants who have been established here in this country for two or three hundred years.

In 1916, it was possible for a dozen of us members, despite the expenses of the war, to have bought by the Government the Saguenay railroad which had been begun by that man of genius, and a true patriot, Sir Rodolphe Forget, railroad which would at last give communication to our French Canadian colonists established on the North side for upwards of three hundred years, and which they had asked for for a long time; this railroad and we had/finished and had it bought by the Government, and this despite the opposition of the Liberal party in the House of Commons and the Senate. (Applause.)

And if my voice could carry far enough, what would I not say to Mgr. Ross, that grand apostle who opened the new diocese of Gaspe, he who since the foundation of his diocese in 1922 has sought with insistence the purchase by the Government of the Bay of Chaleurs railroad, without which, he says, it is impossible for him to carry to a good end the work which he proposes to accomplish in this part of our province so rich in natural resources but so abandoned by governments! Before you electors of Bagot, I who have the honour of representing in the Senate the magnificent

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division of Gaspe, I desire to assure His Grace Bishop Ross that if the Hon. Mr. Fauteux becomes minister in the Government, I will ask and exact of him that the Gaspe railway, which at the present hour gives such bad service to all this population, be placed under the control of the National Railways. We will do, Mr. Fauteux and myself, seconded by our friends, what the 65 members of the province of Quebec have not been able to do since 1921 despite the petitions and the requests of Bishop Ross. And these promises, I make without mental reservations and of my own accord for I have not yet mentioned one word of this to him who will be to-morrow Prime Minister of Canada. But I know well enough his great heart, I know well enough the good-will with which he is animated as regards Quebec, that he will not refuse a part of the public funds which the King Government has given so generously to the provinces of the West during the last four years. (Long applause.)

As to you electors of Bagot, I do not come here to make you promises, for I do not know well enough the situation in the county for me to be able to say yet what I might be able to do with my friend Mr. Fauteux to help you. But if ever appeal is made to my good will, and if ever I can render you service, I do not know whether I can be of service to you, I do not know if I will be able to meet your desires, I do not know whether I shall always be able to be in accord with your requests, but what I do know well, is that what I cannot do for you, no other man in public life can do. (A long ovation is given to Hon. D.O. L'Esperance when he took his seat."

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Anderson E	11 Dec. 1925	37332ax-37332bc
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Anderson J	25 Dec. 1925	37332fq-37332fs
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Ottawa, December 10, 1925.

Dear Mr. Hooken:

I have your letter of the 9th. Will be most pleased indeed to have a talk with you and would give the time any morning that you can come down. I expect to be here until Monday evening but it is just possible I might have to leave Sunday night. I am going, as you know, to Portage la Prairie.

I appreciate very highly indeed the fidelity you have displayed under perhaps somewhat trying circumstances. At the same time I cannot urge too strongly that the course you have already taken be continued. Do not consider me guilty of the slightest egotism when you read the following words. They are certainly not animated by any such spirit. I have lived with this problem for many years, have naturally seen it at first hand and no doubt most impressively from the Western and Ontario angle. I have seen it also from the Quebec viewpoint and have mixed considerable with the Conservative party of that province for many years. I am necessarily in contact with them daily and have been throughout my entire term of leadership, and, indeed, for many years before. If I had made a statement such as you suggest it would have been utterly ruinous in Quebec. My ~~mind~~ meaning

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is this: It not only actually would have been valuless but would have been most injurious. It would have been accepted as an intimation utterly unnecessary at the present time, that we were quite prepared to launch conscription again, and would have tended much to revive the conscription issue. The Conservative party of Quebec leans very strongly to British connection, and, indeed, to co-operation within the Empire. It is my firm and immovable belief that given the safeguard contained in my Hamilton speech they will tend more and more to lean this way. I have nothing but friendship and the highest opinion of those of your friends whose sentiments are against the statement I made at Hamilton, but we simply must, in the interests of our country, get over the habit of thinking that anything is truckling to Quebec. We must consider every proposition strictly on its merits, and judge those merits by a calm consideration of the actual composition of our country. If the sentence just written does not embody common sense then I do not know what commonsense is. It is the spirit of that sentence which animated me in what I have done. I never was more convinced of anything than that the step I have taken is in the true interests of this Dominion, and especially in the true interests of this Dominion

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as a nation within the British Empire.

In any war in which the Government of Canada would decide to participate, and such would be the case certainly where there was real peril, you need never fear but that the overwhelming sentiment of this country will endorse participation, especially at the opening of the conflict. It has always been the case in every land and under the conditions of any possible future where the peril everywhere will be so manifest that there can be no possible doubt. The difficulty to be encountered in the remote event of war is purely imaginary.

Meantime we have the advantage of quieting apprehensions on this side. We have the advantage of having contributed much to the unity of Canada. From a party standpoint we must never forget that we are jammed in between Quebec on the one hand and the Western low tariff sentiment on the other, and unable to gain the advantage of our strong position in point of policy. We must remember not only the composition of Quebec but the composition of other provinces. This we cannot change. We must deal with it as it is and we, who are by sentiment and by conviction the strongest adherents of British connection, British

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tradition, and British destiny, must handle the situation wisely in our own land, having regard to the actual conditions which confront us.

Very sincerely and cordially yours,

H.C. Hocken, Esq., M.P.,
37-39 McCaul St.,
Toronto, Ont.

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House of Commons
Canada

37 McCaul Street, Toronto,
December 9th 1925.

Right Honourable Arthur Meighen,
House of Commons,
O t t a w a, Ontario.

Dear Mr Meighen;

I find it difficult to reply to yours of December 4th to my own satisfaction in a letter. I would like to sit down and discuss with you for half an hour, for their are several different angles which might better be elucidated by conversation.

If you are coming this way shortly I would be glad if you could give me half an hour; or if you think the matter is of sufficient importance I will go to Ottawa any day next week after Monday and see you there. If you should decide that you would like me to go down, I would greatly prefer to see you in the morning about 10.30, because I am greatly fatigued by night travelling, and would like to get the 1 o'clock train back. However, I may deal with one or two aspects of your action as they appear to me.

The Sentinel has not made any comment on your Hamilton speech thus far. My intention is to avoid it altogether if possible, but I may not be able to carry out my intention, depending upon the amount of pressure coming from our leaders and lodges.

I know you want me to speak frankly to you and I am bound to say that In my judgment the Hamilton speech was a mistake. I note in your letter you

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House of Commons
Canada

differentiate between policy and procedure. No doubt that is clearly in your mind, but you cannot put that into the minds of the rank and file of the Conservative Party. The subject dealt with is one which touches their deepest sentiments, and no amount of argument or explanation can satisfy them that theit is any difference between policy and procedure.

I do not think you can be aware of the extraordinary measure of support that you received in this Province at the recent election, because of the solid Quebec behind Mr. King. It was not merely among those whom I represent but from the loyal liberal element of this Province. Your condidates were supported because they are sick and tired of French-Canadian domination in Federal affairs. Bearing that in mind I would ask you to consider how they would feel at you making such a pronouncement at the time you did. To such electors as I speak of, it had the appearance of a surrender to French-Canadian sentiment, and while there is no desire in this Province to deal unfairly with the French in Quebec, there is deep-seated resentment at anything that has the appearance of making further concessions or promises to them.

If in your Hamilton speech you had pledged yourself to an appeal to the Country before adopting conscription it would no doubt have been quite as influential among the French, and would have been quite satisfactory to the British sentiment of the Dominion. I have told Dave Spence and some other of our friends that where they meet opposition they should endeavour to emphasize the conscription aspect of the situation. That is about the only thing we can do in certain circles, and I can assure you that your friends here are keenly anxious to prevent any ebullition that can be avoided.

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House of Commons
Canada

My own view of the course we should pursue at the present time is not to discuss your Hamilton speech, in the hope that any feeling that has been aroused may gradually die away for lack of fuel to keep the fire burning. Certainly it cannot be widely discussed in this Province except to injure you personally, and act detrimentally upon the Party.

It is not necessary, I am sure, for me to assert my loyalty to you personally. If anything I have said in this letter should cause you annoyance I will be sorry, but I am trying to act the part of a candid friend, and knowing you as I do I feel quite assured that that is what you want me to do.

Yours sincerely,

H. C. Hocken

HCH/K

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16 Nov

Ottawa, December 11, 1935.

Dear Mr. Givens:

Again I write to thank you and this time I feel my obligation to you more keenly than ever. The article which you sent is a complete and accurate presentation of the whole subject. It is rather disheartening to be told this is a truckling or surrender to anti-British propaganda. The authors of these, as you know, are strongly opposed to what I have said. I am glad to say the effect generally has been heartening but my difficultied are by no means over. In the end the result will be good without question. I will use all the sheets you have sent me and would be glad to have a dozen more.

Again with warmest thanks.

Yours very truly,

W/R. Givens, Esq.,
The Standard Printing and Publishing Co.,
Kingston, Ont.

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The Standard Printing and Publishing Co.
(Limited)
W. R. GIVENS, Managing Director and Editor.
PUBLISHERS OF **The Daily and Semi-Weekly Standard**
Established 1810

Personal

KINGSTON. ONT. Dec. 9, 1925.

Rt. Hon. Arthur Meighen, M.P.?
Ottawa, Ont.

Dear Mr. Meighen:

I have your letter re the Hamilton speech and I am enclosing you copy of editorial which appears in our to-day's paper and which I think covers the situation fairly well. I may say that we had not touched on this phase of the speech before because I preferred to be in possession of all the facts before jumping to any conclusion. It is a pity some of the other papers did not do likewise.

The trouble with our Party is that we still have some "snipers" in it and they do not seem to be content to let well enough alone. It is rotten loyalty and back of it all, I fancy, is a tinge of disappointed ambition.

In a separate envelope I am sending you a half dozen copies of the editorial and I think it might be a good idea, if you think well of it, for you to send one of these to those editors whom you can trust--The Ottawa Hournal, The London Free Press, The Mail & Empire, and The Hamilton Spectatww w-with a personal letter to the effect that this editorial seems fairly well to define your position. They of course need never know the source of the inspiration.

This of course is just a suggestion which you can act on or not as you see fit but I think the more publicity along these lines the better.

With all good wishes and assurances of continued confidence and support,

Yours very truly,
W.R. Givens

Encl.

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Ottawa, Dec. 11, 1925.

G.B. Jones, Esq.,

Apohaqui, N. B.

Dear George:

I suppose you have noticed one or two outbreaks over the speech I made at Hamilton. A lot of publicity was given by the Montreal Star to an attack made by Mr. Cahan at Toronto. I am enclosing you herewith first of all an exact copy of what I said at Hamilton as given to the press; secondly an exact copy of my reference to the Shenak Turkish difficulty which I made in the month of December, 1922. You will observe on reading them that there is not the slightest conflict between my declaration at Hamilton and that made three years before. In the 1922 declaration I was dealing with the policy the Government should follow in relation to a treaty whichthis country had signed. There was no suggestion in my speech whatever of sending troops from Canada. The declaration at Hamilton refers to the procedure which I believe should be taken to carry out Government policy in the event of the Government deciding that troops should be sent.

Also I enclose herewith copy of a letter which I

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have written to a friend outlining more fully the manner and effect of the speech made at Hamilton.

I have not the least misgiving as to the wisdom in this Dominion of the procedure which at Hamilton I have undertaken to follow and I intend to stand by my declaration to the letter. In this country there is already abundant evidence that I shall be amply and decisively supported.

It would be of great assistance at the present time if you could have a meeting and see the Executive of our Association in New Brunswick and have a resolution passed supporting the stand I have taken at Hamilton. You can realise the value this would be and no one can handle the matter better than you can. The sooner it is done the better. I leave the matter entirely to you. One need scarcely mention that it would be better this should be managed as coming from you, that is providing you are in accord with the stand I have taken.

Yours very truly,

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Ottawa, Dec. 11, 1925.

Colonel Thos. Cantley,

New Glasgow,

N. S.

Dear Colonel Cantley:

Your telegram of the 9th inst., did not reach me until my return to-day. However as I saw you last evening in Montreal it is not necessary for me to go fully into the matter. May I say though that I appreciate very sincerely the kindly thought which prompted Mr. McInnes and yourself to send this message.

Yours very truly,

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Ottawa, December 11, 1925.

Dear Hector:

The telegram signed by yourself and Colonel Cantley reached me this morning upon my return from Montreal. I appreciate the kind thought which prompted it.

The announcement I made in Hamilton was not made precipitatedly but had been under advisement for many months although circumstances impelled me to make the statement sooner than I had otherwise intended. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject with quite a number of outstanding leaders of the party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a

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policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitely for Canada taking the honourable part and adhering to that course.

What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilisation under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This

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should not, and would not involve delay. In 1914 we could have had two general elections before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced the course to which I am committed.

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Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension, to the very great detriment of our strength as a party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech rather than the entire reference to the subject. I am attaching hereto copy of what actually was said.

I am very glad these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly.

Hector McInnes, Esq.,
35 Bedford Row,
Halifax, N.S.

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Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

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OTTAWA ONT

DO NOT BE TROUBLED BY CRITICISMS OF YOUR HAMILTON SPEECH

THOS CANTLEY HECTOR MCINNES.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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Ottawa, Dec. 11, 1925.

G. H. Gilmore, Esq.,

Toronto.

Dear Mr. Gilmore:

I just received your letter of the 8th inst., and regret you have given no more specific address than Toronto but hope this letter will reach you.

The statement I made in Hamilton was by no means an unconsidered utterance, nor was it made by way of an offer of purchase to any section of our country. It was no more a bid for votes than is any other statement of a policy believed to be sound or a procedure believe to be right. Neither was it a reversal of any previous position taken by myself. In 1922 speaking in Toronto I was dealing with what I believed to be the duty of Canada's Government as a matter of policy. In the speech I made at Hamilton I was dealing with what I thought was the right procedure to adopt in this country to give in the best way effect to a policy. I had discussed the subject with quite a number of outstanding leaders of the party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed

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definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitely for Canada taking the honorable part and adhering to that course.

What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared

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intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not involve delay. In 1914 we could have had two general elections before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure.

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As you will have observed, Mr. Bourassa, just as I would have expected has not accepted, but rather denounced the course to which I am committed.

Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension to the very great detriment of our strength as a Party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching hereto copy of what actually was said.

Yours very truly,

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037382 V

Toronto Dec 8/25

Dear Mr Meighen

I have seen clippings of criticisms of your recent proposal policy in respect to future warfare. You had made yourself so solid with the country and the party was enthused with your recent campaign so that there was nothing but clear sailing ahead for you. Your unfortunate speech in Hamilton, and its repetition in Quebec, has profoundly disappointed us all.

It rarely can secure support by buying the enemy. Had the speech been delivered a week before the election it is the consensus of opinion that you would not have carried ten (10) seats in Ontario that you would have many less in the West. Your wonderful work as a leader was shattered by one foolish unnecessary speech. Ontario Conservatives have had their

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feel taken from under them & their distressful disappointment. Had you gone into Bagot and held your ground Howard you would have done infinitely better that throwing yourself at the feet of the French Canadians. The bid for their protection was so patent that only the blind would not see it.

All your friends were looking most hopefully to your early assumption of the Premiership, but your chances of getting through another election have been needlessly thrown away by your volte face. Had you exercised a little more patience you would have won a few French Conservatives to your side, but the party has been deeply wounded in the English provinces. You have put a lever into the hands of your political enemies which will shortly result in the rehabilitation of Knox & his party. Most respectfully do I sign

Yours very truly C.H. Gilmore

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Ottawa, Dec. 11, 1925.

W. Cousins, Esq.,
217 Sixth Ave.,
Medicine Hat, Alta.

Dear Mr. Cousins:

Your letter of the 5th inst., reached me a day or so ago. The pronouncement I made at Hamilton was not made precipitately but had been under advisement for many months.

I had discussed the subject with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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What the Hamilton speech involves is this, that without subtracting in the least from governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not involve delay. In 1914 we could have had two general elections before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

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In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

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Personally I believe very strongly that the peace the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In

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this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension to the very great detriment of our strength as a Party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching hereto copy of what actually was said.

Yours very truly,

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CHAS. W. I. WOODLAND
GENERAL MANAGER

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217 SIXTH AVENUE
MEDICINE HAT
ALBERTA

Dec 5th 1925.

The Right Hon Arthur Meighen
Ottawa

Dear Mr Meighen I have been asked and have been wondering myself why you made that reference to a vote of the People before going to war at Hamilton and again in Bagot. That appears to me like getting a crack on the nose and having to go home and ask your wife what to do about it before taking action

Have you read the Editorials in the Winnipeg Tribune inclosed is one there have been others. With kind regards I am

Yours truly
W Cousins

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Ottawa, December 11, 1925.

Dear Mr. Black:

As requested in conversation to-day I am sending you herewith an exact copy of a statement I made at Hamilton, and, as well, copy of the statement made by me on the Shenak-Turkey question in the month of September, 1922. The first statement is as given to the press. The latter statement is as it appears in the "Mail and Empire" the following day and is right.

Yours very truly,

The Hon. Percy Black,
c/o The Chateau Laurier,
Ottawa, Ont.

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Ottawa, December 12, 1925.

Dear Jack:

Just received your letter of the 9th. I am certainly exceedingly pleased that you take the view you have taken. Have no communication myself from B.C. at all, but have no doubt there will be some rumblings there. This is a difficulty which we just have to face and overcome.

I am attaching hereto, <u>in confidence</u>, copy of a letter I have written the Editor of the "Mail and Empire" to-day, but please consider it sent to you <u>in confidence.</u>

You are absolutely right that this will tend in the long run to allay difficulties in Canada and make more united a large majority of our people as a part of the British Empire.

There are good reasons why I took the step at the time I did. I consulted with leading members of the party, whose experience should make their opinion of very great value. All whom I consulted connected with federal politics agreed. I did not think it was a speech which could have been wisely launched otherwise. Will have a further talk with you when I see you.

Yours very truly,

J.T. Haig, Esq., M.L.A.,
Bank of Hamilton Chambers,
Cor McDermot Ave. & Main St.,
Winnipeg, Man.

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PITBLADO, HOSKIN, GRUNDY, BENNEST & HAIG
PITBLADO, HOSKIN, MONTAGUE & DRUMMOND-HAY
BARRISTERS &C.

ISAAC PITBLADO, K.C., LL.D. — A. ERSKINE HOSKIN, K.C., B.C.L.
H. P. GRUNDY, K.C. — E. H. BENNEST — JOHN T. HAIG
P. J. MONTAGUE — H. R. DRUMMOND-HAY — H. C. CRAWFORD

CABLE ADDRESS:- "CAMFORDS"

BANK OF HAMILTON CHAMBERS
COR. McDERMOT AVE. AND MAIN STREET
WINNIPEG, MAN.

PLEASE MARK YOUR REPLY FOR ATTENTION OF MR. Haig.

December 9,1925.

Rt.Hon.Arthur Meighen,M.P.
Parliament Buildings,
Ottawa,Canada.

(Personal)

Dear Arthur,-

Re - Your Hamilton Speech.

I entirely agree with the sentiments expressed in said speech.

As soon as the speech came out,Senator Benard and several others of us had a discussion about it. The Senator thought you made a mistake, that you would drive away the English speaking sentiment of Ontario,the Martitimes and British Columbia and would not gain in Quebec,and,therefore, we would lose thereby. Several of the others took the same view.I held not, that there was nothing in the stand you had taken to deter us from taking part in a struggle,but that it simply meant that the will of the people would have to be expressed. I further said that in the event of a Liberal government in power owned body and soul by the province of Quebec, and Quebec said "No participation in war." under your principle,it would have to be submitted to the public and so you would put the power in the majority of the people of Canada.

Senator Sharpe told me that British Columbia was very hostile.

D.H.McDonald,Ex-M.P.P.for South Qu'Appelle,Sask. returned the other day from Ontario and said the Ontario public seemed to be the same;Some of the Dominion friends going so far as to speak of a caucus to have you deposed as leader of the Party.

A number of our citizens here are opposed to your action. I spoke to Rogers - he is rather fanning the opposition than opposing it. He said William Martin told him he was going to vote against the Conservative party at the next election,if that was their policy.

My own opinion confirmed by a number of men I have talked to,is that it will mean more for a united Canada than the old policy of when Britain is at war,we are at war. There is nothing in your speech I take objection to.

The only question I raise is: Did you do it in the right way? Does it not look a little as if you were bidding for Bagot? Would it not have been better to

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PITBLADO, HOSKIN & CO.

Rt.Hon.Arthur Meighen,M.P.

have raised the question in caucus and had the Party endorse your stand? or better still raised it in parliament by way of resolution as you did the question of tariff last year? There is a feeling abroad that the Party as a whole was not consulted and that you took too much authority into your own hands. I do not feel this personally at all, as from the very start I was satisfied with your stand,but had I been opposed to your stand, I am afraid I would have felt you acted too much by yourself and did not consult the rest of the party enough. I do not say this in criticism,but by way of suggestion, that such an important step in political action should have been taken by caucus, or a Resolution of Parliament.

I appreciate your sending me the extract from the speech and your reasons for it and I entirely concur in your stand. We may lose some ultra-English votes,but it is a sound principle and while it may make us a few enemies,in the long run the majority will be on your side.

Yours truly,

John T.Haig,M.L.A.
Bank of Hamilton Chmbrs.,
Winnipeg.

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Ottawa, December 12, 1925.

Dear Mr. Duchemin:

I have your letter of the 9th. Have read both your letter and enclosure with warm appreciation. As I have expressed to you on previous occasions you have the habit of thinking things out thoroughly and well before writing editorials. On this occasion, as on every other, you have got precisely the right line and have expressed yourself with characteristic force.

I am taking the liberty of sending you a copy of a letter which I have written to-day to Mr. Jennings, Editor, of the "Mail and Empire". This is sent you confidentially but any material in it you are, of course, at liberty to draw from.

Again with my heartfelt thanks.

Very sincerely yours,

H.P. Duchemin, Esq., K.C.,
221 Charlotte St.,
Sydney, N.S.

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H. P. DUCHEMIN, K. C.
BARRISTER AND SOLICITOR

221 CHARLOTTE STREET

SYDNEY, NOVA SCOTIA

December 9th, 1925.

Rt. Hon. Arthur Meighen, M.P.P.C.,
Ottawa, Ontario.

Dear Mr. Meighen:

I thank you for your letter of the fourth instant enclosing report of your Hamilton speech which I have read with great interest.

From the enclosed editorial clippings from the Post you will see that I had fairly well interpreted the sense and significance of your address at the time it was delivered. I not only concur heartily in the views you express in your letter but may say in addition that it was with a distinct sense of pleasure and relief that I read the press reports of your timely and skilful handling of this delicate issue at Hamilton. From the constitutional point of view it is difficult to see what possible criticism can be offered with reference to the position you have taken. If the people of Canada have not the right to decide on a question of such vital importance as to whether or not they are to participate in war it is difficult to conceive who on earth have such authority. You make one point in your letter which it seems to me should be impressed upon the public through the medium of every newspaper that can be reached, the point namely that the Borden Government sought the approval of the people to compulsory military service at the acme of the war crisis before attempting to put conscription into effect. With this precedent duly emphasized the propriety of the course you propose and its consistency with what was done in the Great War must be apparent to every one and must have the effect of silencing impatient criticism.

Politically your pronouncement is bound to have a strengthening effect on our cause in the Province of Quebec where Conservatism has been so vilely misrepresented for the past ten years. Obviously your clear statement of the true Conservative position in Bagot had a good effect as is evidenced by the much better showing our candidate made .

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there in the by-election than in October last. After all the issue is as you suggest one with which the people of this country are not called upon to deal at the present time and may not have to face again in the lifetime of the present generation of Canadians.

You have probably noted that the criticisms of your Hamilton speech which have appeared in the Liberal press and in some few papers friendly to the Conservative party have been based either on misrepresentation or misunderstanding of what you actually said.

Thanking you again for the information you have been good enough to furnish me in this connection and with all good wishes , I remain,

Yours very truly,

H. P. Duchemin

HPD/EA.

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Editorial
Sydney Post—
Saturday

Nov.
Dec.
5th

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MR. BOURASSA ON WAR.

HENRI BOURASSA, M. P., disapproves of Mr. Meighen's outline of the course he would follow if he were Premier of Canada when Britain should become involved in war. Mr. Meighen's plan, according to his Hamilton speech, would be to have the Government decide promptly on its course, but would nevertheless have the people consulted before troops should be sent abroad.

In Mr. Bourassa's judgment this plan is all wrong. He says it would mean involving the country in a "war-time election," when public feeling would be deeply stirred and a judicial, well-considered electoral verdict would be impossible.

It must be confessed that there is something in this criticism. It is equally true that at least an equally impressive objection could be raised against any conceivable course that a Canadian Government might follow in the case of a British war. Nor can one conceive of any course,—save one of entire indifference and detachment,—which Mr. Bourassa would not condemn. He is on record against a Government going to war without consulting Parliament, is against a Parliamentary decision to go to war without a mandate from the electors, and it now appears that he is against referring a question of war to the people in war times. Yet it is difficult to imagine such a question being referred to the people at any other than war times.

The truth of course is that Mr. Bourassa is opposed to Canada's participation in any war, save to defend the Dominion against actual or threatened invasion, and he would like the leaders of all parties and the Federal Parliament to go definitely on record to that effect. Anything of the kind is of course entirely out of the question as long as Canada remains British, and it would hardly be possible even if Canada became independent, as the experience of the United States has just demonstrated. Mr. Bourassa's philosopry is not of the world or of the times in which he lives.

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Ottawa, December13, 1925.

Dear Mr. Jennings:

When you and I had a short talk on the morning of the 16th I had little thought that the difficulties to be encountered over the statement I proposed to make would have been so great. Of course I expected criticism; there is no proposal which surmounts, or even tends to surmount, the very great difficulties confronting Canada which will not inevitably invite criticism from one side or from both. I feel, though, that there is a lot of misunderstanding abroad as respects the real meaning of my statement, and this is being assiduously circulated by the 'Telegram', as well as by the Liberal press.

First of all, I can never thank you enough for the cordial way in which you spoke of me. If you had not there is scarcely any telling what might have happened. This is going to come out alright in the end because the statement made is sound and impregnable. Time is on our side and I am prepared both to be firm and to be patient. What I dislike most in the criticism is the very casual and careless assumption that the procedure advocated at Hamilton is the slightest contradiction from that declared in my speech before the Business Men's Club of Toronto in September 1922. The fact is, there is not the faintest substance of contradiction.

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In Toronto in 1922 I was dealing with the policy the Government should adopt, and, indeed, with the policy it should adopt under very special circumstances, namely, the circumstance of an attack on a treaty signed and ratified by Canada. Yesterday I went over the files of the "Mail and Empire" and secured a copy of the speech I then made. Possibly it was given to the press, but this I don't remember. Anyway, the report of the "Mail and Empire" is right. I am attaching hereto an extract which covers the ground. Please observe that this speech was made before the King Administration had revealed the terms of the communication from the British Government. You will note that what I called for was for such a reply as would have shown to the world solidarity on the part of the Dominions, who were parties to the Treaty. It was this declaration of solidarity which I called for. Observe also that I stated distinctly that there was no suggestion of the despatch of troops. For Mr. Cahan to have made a small and utterly incomplete extract and to have left out the portion adjoining, which clearly showed that the inference he drew was absolutely false, was a piece of conduct not easily justified.

On the other hand in the Hamilton speech I was dealing with procedure after the Government comes to its decision. I emphasized not only that the Government should come to its decision, and come

KING, Right Hon. W. L. M. (P.C. 2', I, Volume 44)

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to its decision rapidly, but sat on its decision and go right ahead without, however, despatching troops abroad until the Government had, in the British way, submitted its policy to the people. No honest mind can see the slightest contradiction between this speech and the speech of 1922.

I find some, whose opinions I much respect, who fear that in the event of an adverse judgment by the people there would be a civil war in the country. Their sentiments are the same as mine, but their estimate of the possible situation is, to my mind, wholly unfounded and imiginary. I don't believe that even in the past Great Britain or any British country has entered war under circumstances where less than three-quarters of the people were in favour of participation. I don't think we ever have in Canada. I know as certainly as I know anything that we never could participate in the future unless, not only a majority, but an overwhelming majority, were in favour. A Government has to take account of the fact that as the struggle progresses, and great sacrifices are made, and poignant sorrow comes home to the masses of the people, there is always a falling away of the less virile and resolute members of the community. Indeed, the necessity of a very general, apopular support will be far greater in the future than in the past owing to what will be the nature

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of future wars. In a word, there will be no danger in the world of any Government in Canada entering a conflict unless there is not only a majority but an undoubted and overwhelming majority demanding such participation.

At present the world is war weary. It will remain war weary throughout this generation. Meantime the fortifications of peace are being constructed. The very war weariness of the world is in itself the greatest fortification of peace.

Is there any sane reason why, under these circumstances, the Conservative party should remain under a disability which is bound to result in wedging it in between our French-Canadian population on the one hand and the more or less free trade West on the other? Are we to remain in this position because of a wholly unnecessary but honest apprehension held by two-fifths of our people, which apprehension we can, without the least departure from principle or impairment of fidelity to Great Britain, quite easily remove? I don't propose to adopt any delinquent attitude, but I do propose to stand firmly behind my utterances at Hamilton, and to fight the battle through and in that battle to succeed. I have no doubt there are ramblings in B.C., though I have not yet had any communication from that province. Indeed, outside the Winnipeg

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Tribune, which is doing me all the harm it can, and which has suddenly developed an amazing concern for the principles of the Conservative party, I have encountered little of opposition beyond the province of Ontario. Further communications from rural Ontario on the whole are very favourable. Toronto is the chief difficulty.

Yours very truly,

C.A.C. Jennings, Esq.,
The Mail and Empire,
Toronto, Ont.

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Sept. 23, 1922

EX • THE DAILY MAIL & EMPIRE.

.....

Continuing, the Conservative leader announced that he was going to see that friend and foe alike should show where he stood, without equivocation. "We in Canada", he said, "do not recognise any inevitable foes amongst the nations of the world. Our resolve is to regard every country as our friend. That, however, does not mean that we should shut our eyes to the lessons of experience. What, in the course of the past hundred years, would have been the fate of Turkey but for the friendly offices of Great Britain in respect to the very Straits now in dispute? They have been in Turkey's possession because Britain stood by her side for their maintenance, but Turkey, in treachery, turned, and in Britain's hour of dire peril handed to Germany the strategic corridor to the East, that she might strangle the Empire and encompass our destruction. The plan failed and one of the most practical progenies of the peace was the neutralisation of the zone of the Dardanelles, placing them within the purpose of peace. It was the joint possession of many powers, to be secured against the warlike ambitions of any nations in the war.

Proceeding, Mr. Meighen said that the provisions of the treaty which secured that neutralisation had been defied. Just what had been done nobody here exactly knew, but it was hoped that Britain having set down her foot, peace would follow, and in that peace would still be maintained the neutrality of the Straits. "Britain", continued the speaker with great earnestness, "is not prepared to surrender that prize of victory, because she wishes to secure that the future may belong to peace and not to war. She sends a message to the Dominions, not a mere indifferent inquiry as to what was the mind of Canada, but a message to see if the Dominions were solid behind the Motherland.

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The exact wording of the message we do not know, but judging from the evidence that was its purport. From Australia and New Zealand the British Government got messages of co-operation in defence of the Treaty of Sevres. Those messages have been met with an expression of gratitude from the Government which it is reported intends to abide by hexx position. We were a party to the Treaty of Sevres and the trials and sacrifices that made is possible. There is no suggestion that all that we should send armed forces across the sea. Britain merely sought a declaration of solidarity on the part of the Dominions, the existence of which the war has demonstrated once and for all. Let there be no dispute as to where I stand. When Britain's message came then Canada should have said: 'Ready, aye ready; we stand by you'. I hope the time has not gone by when that declaration can yet be made. If that declaration is made, then I will be at the back of the Government." By that course we do not bring the country nearer war. We take the best step in our power to ensure that war shall not come. Can anyone divine what is to be the result of a policy by which we determine for ourselves whether or not we leave to Britain, or share with her, the defence of treaties to which the honour as well as the signature of this country is pledged? Can anyone divine where it is going to lead us, or what will be the effect of the procrastinations of this week we are passing through? By any consequences of my decision I am prepared to stand".....

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Ex. "Sydney Post", November 4th, 1935.

MR. MEIGHEN ON WAR ISSUES.

A Western Liberal paper, The Saskatoon Daily Star, is critical of Mr. Meighen's pronouncement, made first at Hamilton, Ontario, and since repeated at Actonville, Quebec, that the future despatch of Canadian forces for participation in any overseas war must be preceded by the approval both of Parliament and of the electors of Canada. This is the way the Saskatoon paper views the Conservative leader's declaration:

> "Right Hon. Arthur Meighen's reputation for consistency can scarcely survive an address he made at Hamilton the other day. Mr. Meighen then said that no Canadian Government would dream of sending troops overseas, in the event of a declaration of war by Great Britain, without consulting Parliament. He went further, in fact, and said that a general election might be necessary to test public sentiment before any such step could be taken.
>
> "That is a tenable opinion. But Mr. Meighen did not hold it three years ago. In the autumn of 1922 a crisis occurred in the relations between Great Britain and Turkey and it appeared that war might break out. Mr. Lloyd George, then Prime Minister of Great Britain, cabled to Mr. Mackenzie King asking whether Canadian support could be expected in the event of hostilities. Mr. King replied that no troops could be raised and sent out of the Dominion without the consent of Parliament which was not then in session. Mr. King thus expressed the view expounded by Mr. Meighen the other day.
>
> "Mr. Meighen, however, was not of that mind in 1922. He criticised Mr. King somewhat harshly for his answer to the British Prime Minister. According to Mr. Meighen Mr. King should have said that Canada was 'Ready, aye ready.' The strictures passed upon Mr. King by the Conservative leader were the basis of the election cry that Mr. Meighen could be expected to plunge Canada into war if returned to power. That was probably not a very fair interpretation of his remarks. However, it is quite clear that Mr. Meighen has performed a volte face in his opinions. The Canadian public would like to know whether he has genuinely changed his mind or, if not, on which occasion he spoke sincerely, in 1922 or in 1935.
>
> "There is no doubt as to which of the two opinions is the correct one. The Canadian Parliament should be convoked and its opinion asked before any Canadian troops are enlisted and despatched to the scene of an overseas war. Probably 90 per cent of Canadians believe this and it is unlikely that a Dominion Government, no matter by whom headed would take any other course".

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The Star strains a point to build up its accusation of "inconsistency", which would not be a very grave charge if it were tenable, which in this instance it is not. There is no inconsistency between Mr. Meighen's criticism of Mr. King in 1922 and his recent declaration at Hamilton. On both occasions he stressed the point that responsibility for a prompt decision must rest absolutely with the Government of the day. But in his Hamilton speech he made the additional declaration, - rendered necessary by the election canard recently disseminated in Quebec that the return of the Conservatives would plunge Canada into war with Turkey,- that if during his Premiership Britain should become involved in war his Government would promptly formulate its policy, assume full responsibility for it, and, if it involved the despatch of Canadian troops overseas, would appeal to the electorate for a mandate before they were sent abroad.

This outline of policy, it is interesting to note, is endorsed by the Saskatoon paper, which believes it would be approved by "probably 90 per cent of Canadians." There is still however this vital difference between Mr. King's positi[redacted] Mr. Meighen's,- the one would pass the responsibility of a decision over to Parliament, while the other would frankly acknowledge that it devolved upon the Government, and would act accordingly. Situations might easily arise in which Mr. King's method would be entirely impracticable. In almost any conceivable case it might prejudice prompt or effective action. The course outlined by Mr. Meighen would conserve the necessary secrecy of the details of Imperial foreign policy, would fasten the responsibility of action upon the Government where it properly belongs, would entail no more delay in reaching a decision than there was in 1914, and should at the same time meet with the approval of the most advanced democrat in the country.

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Ottawa, December 13, 1925.

Dear Mr. MacNicol:

I have your letter of the 8th. I appreciate very much what you have done. This thing is going to come out alright, but more difficulties have had and will have to be surmounted than I had anticipated. What I said was right and I intend to stand by it firmly and permanently. I am also much indebted to Mr. Cochrane and hope you will express my appreciation to him.

Yours very truly,

John R. MacNicol, Esq.,
3 Glenholme Ave.,
Toronto, Ont.

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THE LIBERAL-CONSERVATIVE ASSOCIATION OF THE DOMINION OF CANADA

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PRINCE EDWARD ISLAND
Mr. ARTHUR A. ALLEY, Charlottetown.
Mrs. ANDREW F. MURPHY, Charlottetown.

Personal

Toronto Dec. 9th, 1925.

Dear Mr. Meighen—

The inclosed clipping from the "Globe" I altered somewhat to make it correct. I do not mean that the two local M.P.P's are anything but loyal but it was myself that talked loyal support to the Leader. I made no direct or any other reference to Federal M.P.'s, attitude to your Hamilton speech. But when Mr. Cochrane spoke he castigates him and the audience applauded vigorously, and since that meeting the M.P., does not appear to have said anything further publicly on that score. One can always bank on 99% of the "rank and file" being loyal to the Leader.

Confidentially, my interpretation of the Caston is an attempt to take a whack at my eulogy of yourself

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Mrs. MATTHEW SCANLAN, Halifax.

PRINCE EDWARD ISLAND
Mr. ARTHUR A. ALLEY, Charlottetown.
Mrs. ANDREW F. MURPHY, Charlottetown.

7.

learning and speaking French. You are to be congratulated. While I read French with ease I could not at present make a little speech in that language.

I listened to Mr. C. H. Cahan yesterday. I do not think his speech will do any material harm but parts of it would have been better unsaid. I do not believe in Party followers particularly M.P.s giving ammunition to the enemy. Our duty is to close our ranks and follow the Leader. I am one of the four founders of the Business Men's Club, (Thos. Gearing, J. B. L. Starr and Mr. Calvert, being the other three) but I did not know of his coming until I saw it on the notices. But that was no doubt because the Ontario Association taking up so much of my time I have been unable to attend the Club's Executive meetings.

Yours faithfully
J. R. MacNicol

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SAYS "T. L." DISLOYAL TO LEADER MEIGHEN

Should Have Had Explanation of Hamilton Speech, Cochrane Thinks

Determined to put an end to corrupt practices in conventions of political parties, Conservatives of the North End Association of Ward Six last night passed a resolution asking the Secretary of State and the Attorney-General of Ontario to extend the provisions of the Elections Act to cover the nominations of candidates by their parties. At a previous meeting, John R. MacNicol informed the association that he would ask its support for a resolution of this description.

T. L. Church, M.P., who spoke briefly, advocating St. Lawrence waterways, hydro development, immigration and protection; W. H. Edwards, M.P.P.; Russell Nesbitt, M.P.P., and John R. MacNicol, [redacted] who urged loyalty to Hon. Arthur Meighen, were the speakers at the meeting which was held in Earlscourt Community Hall for the purpose of electing officers of the association.

Given an opportunity to address the meeting before it concluded, Wallace Cochrane accused Mr. Church of disloyalty to the Conservative Leader, declaring that Mr. Church should have sought an explanation of Hon. Mr. Meighen's Hamilton speech before expressing an opinion.

Mr. Cochrane attacked the Central Conservative Association as an organization which was destroying Conservative principles.

The results of the election were: President, R. Stuart; Vice-Presidents, W. M. Smith, W. Cochrane, Joseph King and Percy James; Financial Secretary, E. Hunt; Recording Secretary, D. F. Wilson; Assistant Secretary, J. R. Williamson; Treasurer, John Moon; Auditors, C. W. Osborne and W. J. Hollinger.

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AM

winds, mostly cloudy to-day with snowflurries,

PRICE TWO CENTS

BILINGUALISM IN BAGOT



JOHN R. MACNICOL—"Watch Arthur put on this play and do it in French."

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Ottawa, December 14, 1925.

Dear Mr. MacNicol:

I have your letter of the 11th December. I am sorry a copy of what I actually said at Hamilton was not sent you. Same is enclosed herewith. Do not find fault with Mr. Matthews for bringing Mr. Cahan to the Business Men's Club. As a matter of fact, he asked me about Mr. Cahan and I told him he was a good speaker and it wal alright to bring him.

It is impossible for me to fix any date during the sitting of Parliament and say definitely that I can attend on that date. All I can do is say I will go if I can get away at all, and in view of your kind action with respect to the Association you may depend on it nothing but insuperable obstacles will prevent my attending, and should I be prevented some good man will be sent down to speak. Suppose for example the 19th, or whatever date was fixed, should be the date of the first important division, we would have a hard time them to send anyone, indeed, we could not.

As to the monthly bulletin you have in mind, the idea is splendid, providing it can be financed without too great

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difficulty. The name you have in mind is the best I could think of.

Yours very truly,

J.R. MacNicol, Esq.,
3 Glenholme St.,
Toronto, Ont.

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THE LIBERAL-CONSERVATIVE ASSOCIATION OF THE DOMINION OF CANADA

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ASSISTANT SECRETARY:
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TREASURER
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Mrs. MATTHEW SCANLAN, Halifax.

PRINCE EDWARD ISLAND
Mr. ARTHUR A. ALLEY, Charlottetown.
Mrs. ANDREW F. MURPHY, Charlottetown.

personal

Toronto Dec. 11th, 1925

Dear Mr. Meighen —

The copy of the speech alluded to in your kind favor of the 7th was not inclosed, however if the mail report of Nov. 18th, is fairly correct I have this later. The principal comment has been directed against passages without taking into consideration previous and succeeding paragraphs.

But what surprises me most is the bringing of Mr. Cahan here by the Business Men's Club. I think I advised you that Lamarre was here from Montreal. He was greatly elated over your pronouncement and thought that it would relieve the situation in Quebec. Lamarre and myself have been discussing putting on a national banquet in February, in Winnipeg or Montreal, under auspices of this association. We've

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2.

tentively chosen Montreal. You would be the principal speaker, more about this later.

The date selected for the Ontario Annual Meeting is Jan 19th, but if you advise a date a week or ten days later I can arrange it, but I think we should have it over before the Legislature meets. This meeting would offer the best possible chance for a fighting speech. 1500 delegates from all over the Province makes a mighty valuable audience and as the Federal House will have met perhaps it might be advantageous to give a public speech.

We have decided to publish a monthly bulletin to be mailed to our (Ontario) boys members as well as mailed thro out Canada. It will be a purely

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3.

Party booster, printed in magazine style, 32 pages. We will not ask for donations and it will be mailed free. The name has not been finally decided but we are kind of concentrating on Greater CANADA. What do you think of this name. Will be glad to have any suggestion. There are so many thousands of villiages, yes and towns, in which there is no Press boosting the Tory Party that we feel our members, particularly in the outlying centres, will appreciate real Tory news, free. The columns would always be at your disposal.

How did you like the second edition of "Canada and the Tariff". During the late campaign it was of some assistance, the articles on Wool were especially good. The C.M.H. annual number was the source of supply.

Believe me
Yours faithfully
J.R. MacNicol

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Ottawa, December 13, 1935.

Dear Mr. Riordon:

Received your letter of the 11th. I am sorry I will not be here Tuesday as I am leaving Monday evening for Portage la Prairie.

Permit me to make a short statement as respects the pronouncement I made at Hamilton.

May I ask you to accept my word forst of all that the speech I made there was not made precipitatedly, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a

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policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitely for Canada taking the honourable part and adhering to that course.

What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilisation under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional form of a general election. This should not, and would not involve delay. In 1914 we could have had two general elections

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before troops were actually despatched. Had we done so I believe such of the division which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted , as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced, the course to which I am committed.

Personally I believe very strongly that the peace of the

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world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension to the very great detriment of our strength as a party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech rather than the entire reference to the subject. I am attaching hereto copy of what was actually said.

In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

Yours very truly,

Carl Riordon, Esq.,
355 Beaver Hall Square,
Montreal, P.Q.

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CARL RIORDON
MONTREAL

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355 BEAVER HALL SQUARE

December 11, 1925.

Right Honourable Arthur Meighen,
Ottawa,
Ontario.

Dear Arthur,

I am sorry that we did not have more time to talk last Wednesday.

I may have left you a wrong impression of the meeting in Toronto.

My impression was that the audience were not in agreement with your statement at Hamilton, but also that they did not approve of the vehemence of Mr.Cahan's objections.

I plan to be in Ottawa next Tuesday, the 15th, and I hope I shall be fortunate enough to have a talk with you. I will telephone your office then to find out if you have any time to spare.

With kind regards,

I remain,

Yours sincerely,

Carl Riordon

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Ottawa, December 12, 1925.

Dear Arthur:

I received your letter to-day. I am very glad to have the information which you give me as to your conversation with Mr. Meredith. As you know, I am in entire agreement with you as to tactics in Ontario. You are aware, of course, also, that the Ottawa Journal fully agrees.

I have written Harry Stevens asking him to be present on the 5th. I had to write him as I want him to come down for other reasons which I do not care to put in a telegram. I feel sure he will meet your wishes, but certainly you should write or wire him yourself as well.

As respects the statement in the Hamilton speech, I am just as certain I am right as I am certain I am having difficulties. I have just dictated a letter to Mr. Jennings on this subject and I am taking the liberty of sending you a copy. You are at liberty to make use of any of the material contained in it, but otherwise please consider it as sent in confidence. I am also enclosing copy of an editorial which appears in the "Sydney Post". I have always found that Mr. Duchemin gets the right line immediately. In fact,

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have never known him to make a mistake. I have had no adverse communications from the Maritimes, but, indeed, the strongest support.

Youre very truly,

Arthur R. Ford, Esq.,
The London Free Press,
London, Ont.

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The London Free Press

LONDON, CANADA

Please Address All Communications to the Company

My Dear Archer:- Asper our conversation I saw T. G. Meredith, president of the Huron & Erie Mortgage Co. He tells me that he thinks Hanna Crangn would accept portfolio of minister of finance if offered to him and he would put nothing in his way; in fact I judge he would urge him to accept.

You may be right in regard to Jas Hamblin speech, but you are going to have a big job

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The London Free Press

LONDON, CANADA

Please Address All Communications to the Company

defeating the Conservative party. I hear a lot of kicks.

I am convinced that if Ferguson goes to the country a government entirely will be disastrous as far as Western Ontario is concerned, outside of a few ridings. The Progressives would run as probably and re-capture their lost ground in the rural ridings. I am going down to see Ferguson this week-end. I do not see how I can take the independent like Western Ontario

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LONDON, CANADA

Please Address All Communications to the Company

Conservative Association with this as a possible issue. Will give you a report in West Middlesex in a few days.

Yours Sincerely

Archer J. Ford

P.S. We have fixed the Annual meeting for Tuesday, Jan 5. Will you write Hon N. H. Sherrus telling him we are expecting him for Thaldale. It is important that Sherrus or some big man should be present.

Art Ford

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Arthur Ford

"While I was South you were in Ottawa, and I am sorry indeed that we did not have a chance to discuss various matters. There is one subject I had wanted to discuss with you, and indeed was anxious to do so before I spoke in Hamilton. Circumstances which impelled me to make the statement rather sooner than I had otherwise intended will be disclosed to you later.

May I ask you to accept my word first of all that the speech I made there was not made precipitatedly but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can easily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitelyfor Canada taking the honourable part and adhering to that course.

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In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened in this country. In this Dominion we absolutely must have regard to the composition of our people. I feel absolutely certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen their faith in the fairness of their fellow citizens and predispose them to join with us in any necessary steps to secure our ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed, Mr. Bourassa, just as I would have expected, has not accepted but rather denounced the course to which I am committed.

Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension tothe very great detriment of our strength as a party, and consequently our usefulness to the Dominion.

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my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,"

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Ottawa, 14 décembre, 1925.

Monsieur H. Boulay,
Kedgwick,
N. B.

Cher M. Boulay:

J'accuse réception de votre lettre du 10 courant que j'ai beaucoup appréciée. Je vous envoie ci-inclus copie française de mon discours à Hamilton. Je suis bien content que vous êtes en accord avec ses termes, et que vous pensez il aura l'effet d'encourager nos amis canadiens et d'unir le pays en général.

J'ai reçue une bonne réception à Bagot. Ils m'ont bien accueilli.

Veuillez croire à l'expression de mes meilleurs sentiments.

Votre tout dévoué,

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Translate:

Dear Mr. Boulay (H. Boulay)

I appreciate very much your kind letter of the 10th. I am enclosing herewith copy (in French) of what I said at Hamilton. I am very glad same meets with your approval and also that you believe it will be of very great value in encouraging our French-Canadian friends, and uniting the country generally.

The reception accorded me in Bagot was most kindly. It could not have been more so.

Yours sincerely.

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Publié par La Cie de l'ÉVÉNEMENT
30-32 RUE DE [illegible] F
7 Dec- QUEBEC,

LA MANOEUVRE DANS BAGOT

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Dans une élection chaudement contestée comme celle qui se termine aujourd'hui dans le comté de Bagot, le résultat est difficile à prévoir. Nous laissons donc aux partisans le soin de publier leurs pronostics. Nous aimons mieux, en attendant ce verdict important. présenter quelques observations sur les incidents de cette rapide campagne.

A notre avis, la lutte que viennent de se livrer libéraux et conservateurs fédéraux a mis en évidence les qualités et les défauts de deux groupes aux prises. Les premiers ont une machine électorale qui fonctionne depuis longtemps, mais ils comptent sur l'efficacité de leur organisation plus que sur l'intelligence des électeurs. Aussi recourent-ils trop volontiers à l'aide d'orateurs plus habiles à manier le sarcasme et à soulever les préjugés qu'à discuter sérieusement les problèmes passés et présents. Par contre, chez les conservateurs, si les chefs se montrent plus sages et meilleurs stratégistes, il manque derrière eux une troupe aguerrie et disciplinée.

Quel que doive être le résultat de l'élection partielle de Bagot, la manoeuvre conservatrice y a été heureuse et fructueuse. La visite de l'honorable Arthur Meighen y a été bien préparée et bien conduite. Ses excellentes dispositions à l'égard de la province de Québec, ses discours pondérés en français et en anglais, son attitude à la fois énergique et modeste, ont fait ressortir l'injustice des procédés de ses adversaires. Cette tournée de M Meighen dans un comté rural canadien-français a non seulement détruit l'impression que le leader conservateur redoutait de s'y aventurer, mais elle a mis en évidence l'une des infériorités de l'honorable Mackenzie King, celle de ne pouvoir en dépit d'un long contact avec sir Wilfrid Laurier et ses collègues de la province de Québec. parler la langue de la minorité française.

Cette expérience démontre que l'outrance est mauvaise conseillère. Ce qu'on a dit contre M. Meighen tourne au désavantage de M. King. Puisse cette leçon ramener tout le monde à la modération et à la courtoisie. On a toujours tort de s'en départir.

[illegible] (L.C. 2, 3, [illegible])

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Redgwick 10 Dec. 1925

Très Hon. N. Meighen
Chef de l'Opp.
Ottawa

Mon cher Mr -

Nous venons encore d'essuyer une défaite dans Bagot, mais au moins cette élection prouve qu'on a eu tort de ne pas vous inviter de venir plus vite dans Québec - Lorsque je vous disais en 1921, que vous feriez bien d'apprendre le français, j'avais raison et vous avez bien fait d'apprendre notre langue. Plus vous viendrez dans Québec, plus vous serez populaire - Des gens comme Paterande, Lockwell, Langlais et qui ont refusé votre appui ne sont pas vos vrais amis - Ce sont des conservateurs pour faire de l'argent surtout Lockwell et Langlais de Québec - Je vous félicite et vous remercie d'être venu dans Bagot - Courage et vous finirez par triompher des calomnies des Cardin, Cannon et Taschereau - Continuez de venir dans Québec, Monty et Hauteur sont des vrais amis -

J'ai l'honneur d'être
votre tout dévoué serv
H. Bourbeau

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 66)

PUBLIC ARCHIVES
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CANADA

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037382 av

Ottawa, December 14, 1925.

Dear Mr. Belley:

There came into my possession to-day a leaflet published by the official National Liberal Committee. Copy of this leaflet I am sending you herewith. I have also in my possession the envelope in which it is sent out and it is franked by the Prime Minister as follows: "W.L.M.K.,- P.M." You will see that the Liberal party, with the authority of the Prime Minister, is trying to rouse the Conservatives of Ontario (and Liberals too) against my statement at Hamilton on the ground that it is not sufficiently loyal to the British Empire. This is rather amazing when one takes into consideration the declarations of Messrs Taschereau, Cardin, and others, that what I stated at Hamilton was Liberal policy. Please preserve carefully the enclosed and make any use of it you like.

Yours very truly,

Hon. L.G. Belley,

Quebec, Que.

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CANADA

037382 aW

464

Ottawa, December 14, 1935.

Dear Mr. Lavergne:

There came into my possession to-day a leaflet published by the official National Liberal Committee. Copy of this leaflet I am sending you herewith. I have also in my possession the envelope in which it is sent out and it is franked by the Prime Minister as follows: "W.L.M.K.,- P.M." You will see that the Liberal party, with the authority of the Prime Minister, is trying to rouse the Conservatives of Ontario (and Liberals too) against my statement at Hamilton on the ground that it is not sufficiently loyal to the British Empire. This is rather amazing when one takes into consideration the declarations of Messrs Taschereau, Cardin, and others, that what I stated at Hamilton was Liberal policy. Please preserve carefully the enclosed and make any use of it you like.

Yours very truly,

Armand Lavergne, Esq.,
93 St. Peter St.,
Quebec, Que.

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Ottawa, December 14, 1925.

Dear Anderson:

I have received your letter of the 11th. Yes, there has been some rumbling alright over the Hamilton speech. Frankly I expected to encounter some difficulties. These have been greater, though, than might reasonably have been looked for. There is no possibility of making any proposal which would tend to surmount the difficulties which peculiarly confront Canada that would not invite criticism from one side or from both.

May I ask you to accept my word first of all that the speech I made there was not made precipitately, but had been under advisement for many months. Necessarily I could not make known what was in my mind widely for reasons that you can readily understand. I had discussed the subject though with quite a number of outstanding leaders of the Party, and especially with those who had to do with the conduct of this country through the late war. All with whom I discussed the subject agreed definitely and firmly with my position and were entirely convinced that the procedure which I advocated at Hamilton would be absolutely necessary in Canada in the event of another crisis arising.

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May I emphasize this very important fact. What was advocated at Hamilton was not so much a policy, indeed not a policy at all, as regards Empire relations, but is merely a procedure in order to give, in the best way, effect to a policy. Never would I swerve from the great principle that a Government must always assume its responsibility and in the event of a crisis involving the likelihood of war being upon us, must declare its stand and upon that stand must live or die. Nor do I think there are any who know me, or indeed any of the people of this country who would doubt that under circumstances involving peril to the Empire, any Government of which I may be the head will not hesitate to declare definitely for Canada taking the honourable part and adhering to that course.

What the Hamilton speech involves is this, that without subtracting in the least from Governmental responsibility which responsibility of course would involve the immediate making of preparations, mobilization under the existing law, and all other steps necessary to carry out the declared intention of the Administration, there should as a condition previous to the despatch of troops from our shores, be a submission of the Government's policy to the people in the regular constitutional

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form of a general election. This should not, and would not, involve delay. In 1914 we could have had two general elections before troops were actually despatched. Had we done so I believe much of the disunion which afterwards developed would probably have been avoided.

In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, has not accepted, but rather denounced the course to which I am committed.

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Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain longer in a state of utterly unnecessary apprehension to the very great detriment of our strength as a Party, and consequently our usefulness to the Dominion.

Some mistakes and misunderstanding have arisen by reason of small extracts being taken from my speech, rather than the entire reference to the subject. I am attaching ____ hereto copy of what actually was said.

In the above I have sought to express clearly and frankly my own mind on the subject, and I most earnestly hope these views do not diverge seriously from your own.

With kindest personal regards,

Yours very truly,

Edward Anderson, Esq., K.C.,
Winnipeg, Man.

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037382 bc

EDWARD ANDERSON, K.C.

WINNIPEG, MANITOBA

December 11, 1925.

My dear Meighen,

Your Hamilton speech concerning the participation of Canada in future wars has stirred up considerable discussion and considerable adverse criticism among a good many of our friends.

I have been wondering whether or not your speech was correctly reported. As a matter of fact I have never seen what purported to be an extended report of it and I would very much like if you have a spare copy if you would let me have it. I am making a little study myself of Canada and her foreign relations and am particularly interested in any phase of the question, and very much of course interested in any pronouncement that you make on a very important question of this kind.

I see by the papers you are expected West around Christmas time. I hope I shall have the pleasure of seeing you.

Sincerely yours,

Anderson

Rt. Hon.Arthur Meighen, K.C.,M.P.,
OTTAWA.

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037382 bd

461

Ottawa, December 14, 1925.

Dear Mr. Fauteux:

There came into my possession to-day a leaflet published by the official National Liberal Committee. Copy of this leaflet I am sending you herewith. I have also in my possession the envelope in which it is sent out and it is franked by the Prime Minister as follows: "W.L.M.K.,- P.M." You will see that the Liberal party, with the authority of the Prime Minister, is trying to rouse the Conservatives of Ontario (and Liberals too) against my statement at Hamilton on the ground that it is not sufficiently loyal to the British Empire. This is rather amazing when one takes into consideration the declarations of Messrs Taschereau, Cardin, and others, that what I stated at Hamilton was Liberal policy. Please preserve carefully the enclosed and make any use of it you like.

Yours very truly,

Hon. Andre Fauteux,
97 St. James St.,
Montreal, P.Q.

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037382 be

461

Ottawa, December 14, 1935.

Dear Mr. Monty:

There came into my possession to-day a leaflet published by the official National Liberal Committee. Copy of this leaflet I am sending you herewith. I have also in my possession the envelope in which it is sent out and it is franked by the Prime Minister as follows: "W.L.M.K.,- P.M." You will see that the Liberal party, with the authority of the Prime Minister, is trying to rouse the Conservatives of Ontario (and Liberals too) against my statement at Hamilton on the ground that it is not sufficiently loyal to the British Empire. This is rather amazing when one taken into consideration the declarations of Messrs Taschereau, Cardin, and others, that what I stated at Hamilton was Liberal policy. Please preserve carefully the enclosed and make any use of it you like.

Yours very truly,

Hon. Rodolphe Monty,
Versailles Bldg.,
~~Quebec, Que.~~
Montreal, P. Q.

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037332 bf

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Ottawa, December 14, 1925.

Dear Mr. Smith:

I have your letter of the 12th. Many thanks for sending me Mr. Fortier's letter. I had the pleasure of a visit from him some few weeks ago and he expressed to me very strongly the sentiments contained in his letter to you. Again thanking you for your very generous help and cordial assistance.

I am leaving to-night for Portage la Prairie.

Mr. Fortier's letter is returned as requested.

Yours very truly,

C. Howard Smith, Esq.,
138 McGill St.,
Montreal, P.Q.

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OFFICE OF THE PRESIDENT.

037382 bg

HOWARD SMITH PAPER MILLS LIMITED
ONE THIRTY EIGHT McGILL STREET
MONTREAL. Dec. 12, 1925

Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Dear Mr. Meighen:

I had intended getting up to Ittawa, but am held down here.

Enclose you letter which I received from Mr. J.H. Fortier. I quite agree with him. I think that Senator L'Esperance is the right man for this job, and I am heartily disgusted with some of the articles I see in the papers published by our so-called friends.

I want to congratulate you on the speeches you made, and to give you any encouragement I can, to state you have more friends now than you ever had down here anyway.

Please return this letter from Mr. Fortier.

Yours very truly,

CHS:J

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037382 bh

Ottawa, Dec. 14, 1925.

C.A.C. Jennings, Esq.,
Editor-in-Chief,
Toronto.

Dear Mr. Jennings :

I have read the editorial in today's Mail & Empire. Personally I would rather you had taken more the line of my letter of Saturday. Still the editorial was written before the letter, and I know it was intended to be in every way helpful and possibly is well designed to that end. I thank you very much.

What I had in mind was this, that anything which can be done consistent with our traditions and our principles to gain the confidence again of the people of the province of Quebec ought to be done both in the interests of the party and in the interests of the country. The cause of the British Empire in Canada depends in very very great degree upon the success of the Conservative party. That success in its turn depends not only on the confidence of the English-speaking people but the confidence of the French-speaking people as well. We violate no principle in the world in undertaking to submit a great decision upon which we would not have a mandate to the people of the country when

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such submission can be made without delay and therefore without additional peril. That is the whole case. I did not speak without pretty wide consultation and without very thorough consideration myself. There is too much disposition in Toronto to consider a local range of public opinion. The Conservative party is Canadian wide.

I shall not assume any defiant or militant attitude but must stand firmly and at all costs by the statement I have made because I believe that statement is sound and right.

Yours very truly,

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The Standard Printing and Publishing Co. (Limited)

W. R. GIVENS, Managing Director and Editor.

PUBLISHERS OF The Daily and Semi-Weekly Standard

Established 1810

461

Personal

KINGSTON, ONT. Dec. 14, 1925.

Rt. Hon. Arthur Meighen, M.P.,

Ottawa, Ont.

Dear Mr. Meighen:

I am glad you like the editorial and under separate cover I am sending you all the available copies I have (fourteen).

If all your supporters in the House and outside were as loyal to you as men like Dr. Ross here your troubles would not last very long. The difficulty, however, is that ambition and jealousy are at work--as they are against every successful man. However you have nothing to fear. As well might they try to undertake to dam Niagara as undertake to dethrone you.

With all good wishes,

Yours very truly,

W. R. Givens

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CARL RIORDON
MONTREAL

355 BEAVER HALL SQUARE

December 14, 1925.

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Right Honourable Arthur Meighen,
Ottawa, Ontario.

Dear Arthur,

I wrote you the other day that I hoped to have the good fortune to see you when I was in Ottawa.

I now find that I will not be going there for several days yet, probably not for about a week, and I still hope I shall have the opportunity to chat with you.

With best wishes,

I remain,

Yours sincerely,

Carl Riordon

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Form 6102, replacing Form 2A-T.W.

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Ottawa, Dec. 15, 1925.

C.A.C. Jennings, Esqq.,
Editor-in-Chief,
Mail & Empire,
Toronto.

DAY LETTER

Please hold letter sent you yesterday for few corrections going forward to-night.

R.J. Manion.

PAID.

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Ottawa, Dec. 15, 1925.

C.A.C. Jennings, Esq.,
Editor-in-Chief,
Mail & Empire,
Toronto.

Dear Mr. Jennings:

I have been asked to drop you this line in confirmation of the following wire.

"Please hold letter sent you yesterday for few corrections going forward to-night. - R.J. Manion."

On page 1 of the letter signed "M.P.", 6th line, "the" should read "their", and the word "Conservative" in the next line should be struck out. In the 8th line after the word "course" the words "in [redacted] case" should be inserted. On page 2, line 3 the words "in the province of Quebec" should be struck out and be replaced by "particularly among French Canadians". In the first line immediately following the quotation the word "the" should be changed to "this" and the word "that" inserted after the word "quotation". On page 3, 7th line the word "to" after the word "take" should be struck out and the words "that it should" inserted.

On page 4, line 3 a new paragraph should

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be made starting with the words "We ~~take~~ talk". Page 4, line 8, after the words "unfounded apprehensions" the words "it is true" should be inserted. On page 4, 11th line, strike out the words "and without inconvenience to anyone." Page 4, last line, second last word should be changed from "the" to "our".

Yours faithfully,

Private Secretary.

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CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

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J. McMILLAN, General Manager of Telegraphs, Montreal.

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OTTAWA, ONT. DEC. 16TH, 1925.

RT. HON. ARTHUR MEIGHEN,
"HOLD," PORTAGE, MAN.

JENNINGS STRONGLY OPPOSED TO PUBLISHING LETTER OR TO REOPENING QUESTION AT ALL HE THINKS IT SHOULD BE LEFT ABSOLUTELY ALONE AT PRESENT DRAYTON BOYS TOLMIE CHARTERS AND I THINK THIS WISEST AM SENDING THIS FOR YOUR INFORMATION REGARDING SATURDAY NIGHT AS EVERYTHING QUIET NOW PERHAPS BETTER NOT BE AGITATE AM GOING HOME TONIGHT.

R. J. MANION.

9.20K-17TM.

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AVOCATS
G.A. FAUTEUX
FRS FAUTEUX

TELEPHONE MAIN 4365

037382 bp

EDIFICE MAISONNEUVE
97 RUE ST. JACQUES
MONTREAL

16 décembre 1925.

461

L'honorable Arthur Meighen,

Chef de l'Opposition,

Edifice du Parlement,

OTTAWA.

Cher monsieur Meighen,

J'accuse réception de votre lettre en date du 14 décembre courant, ainsi qu'une copie du communiqué édité par le Comité Central de l'organisation libérale, à Ottawa.

Je ne suis nullement surpris de cette dernière manoeuvre de nos adversaires. Il est évident qu'ils ne savent plus où donner de la tête.

C'était une pitié de voir les Cardin, les Cannon, les Boivin et les Béland se mettre aux genoux des électeurs comme des enfants, et les implorer de ne pas voter contre eux. Pas un mot de politique sérieuse; pas le moindre aperçu sur les intentions du parti libéral pour l'avenir; mais du mensonge, de la calomnie et des appels indirectes et directes aux passions et aux animosités du peuple. Il faut à tout prix entrer en campagne sans délai et avoir raison de tout cet échafaudage politique de nos adversaires.

L'une des premières choses à réaliser pour nous dans la province de Québec, serait d'avoir deux journaux; l'un à Montréal, l'autre à Québec, pour nous défendre énergiquement et en toutes circonstances. C'est un besoin urgent.

Je me permets de vous prier de faire un effort décisif dans ce sens-là. Quant à moi, inutile de vous le dire, je suis plus déterminé que jamais à faire tout ce qui est

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FRS FAUTEUX

TELEPHONE MAIN 4365

087332bq

EDIFICE MAISONNEUVE
97 RUE ST. JACQUES
MONTREAL

possible pour abattre nos fanfarons de la politique libérale dans Québec.

Veuillez me croire, cher monsieur Meighen,

Votre bien dévoué,

F. A. Fauteux

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EUGENE R. ANGERS, LL.M.
JEAN C. MARTINEAU, LL.M.

Montreal, December 17th/1925.

CANADA.

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PERSONAL

Dear Mr. Meighen:-

I duly received your letter of the 14th instant together with a copy of the leaflet published by the official National Liberal Committee. I read it over and I never saw anything so unfair and revolting. You can be assured that I will make use of it.

What do you think about Mr. C.H. Cahan, M.P.,'s attitude? I knew his dispositions towards you and that was the reason why I did not spare him during the conservative rally held at the Mount Royal Hotel. Moreover, on that occasion, he delivered such a speech that one could not have any doubts about his dispositions towards you, and his language was so provocative that I would have been heartless had I not taken your defense when you were being so unjustly attacked by him, in ambiguous words, it is true, but in such a way that all those present at the meeting could well understand what he meant.

I am sure you will have a good trip to Manitoba and that your presence there will bring excellent results.

Kindly remember me to Mrs. Meighen and believe me

Yours faithfully,

RM/AP.

Rodolphe Monty

To the Right Honourable Mr. Arthur Meighen,
House of Commons, Ottawa, Ont.

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Ottawa, Dec. 19, 1925.

G.B. Jones, Esq., M.P.,
Apohaqui, N.B.

Dear Mr. Jones:

Your telegram reached me last evening. I really don't understand how the enclosures were left out of Mr. Meighen's letter of the 11th. They are going forward to-day.

Yours faithfully,

Private Secretary.

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HON ARTHUR MEIGHEN

OTTAWA

YOUR LETTER ELEVENTH RECD NO ENCLOSURES RECD

GEO B JONES

APOHAQUI NS

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CANADA

Dear Mr Merriam - The following wire I sent Jennings strongly opposed to publishing letter or to reopening question at all. He thinks it should be left absolutely alone at present. Drayton, Boys, Tolmie, Charters and I think this wisest. Am sending this for your information regarding Saturday night, as everything quiet now perhaps better not to agitate. Am going home to night

R. J. M.

461

037382 bu

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037382 bv

NICHOLS, MANAGING DIRECTOR

TRIBUNE BLDG. COR. SMITH AND GRAHAM

The Winnipeg Tribune

ESTABLISHED 1890

Winnipeg, CANADA.

December 21st, 1925.

The Right Honourable Arthur Meighen,
OTTAWA, Ont.

Dear Mr. Meighen:-

I hope you will overlook my apparent negligence in not promptly acknowledging your letter of the 4th instant. Shortly after receiving it I learned that you were coming West and it occurred to me that I could offer my views, for what they may be worth, more satisfactorily in conversation than might be done by letter. Unfortunately I have been laid up for two or three days with a very heavy cold and bronchial trouble, and was unable to see you when you were passing through the City. While I hope for better luck on your return, I am writing this letter so that you may know how I personally feel on the subject raised in your Hamilton speech.

You would know from the general treatment you have received from The Tribune and from the further fact that you have several warm friends in The Tribune organization that we challenged your position with very great reluctance and sincere personal regret. We felt very strongly on the subject, however. Your policy is in its general tone and effect very similar to what has been advocated strongly by Sir Clifford Sifton and his newspaper. That policy we have earnestly resisted, and it was quite impossible for us on public grounds to either endorse what you had said or to refrain from registering our disapproval of it.

You explain that before delivering the Hamilton speech you consulted quite a number of outstanding party leaders and that they strongly endorsed your proposals. I accept this statement, of course, at its face value, but I do feel that it must have been a rather narrow consultation, having regard to the fact that so many of my personal friends in Winnipeg and in the East are just as strong as we are in their opposition to a policy which seems to run contrary to Conservative principles and Conservative traditions. Do you not think that such a momentous commitment should have been given more exhaustive study? This does not imply any lack of appreciation of your abilities or your political prescience. The suggestion is offered only in the thought that your purpose might have been served in another way, and that the Conservative party might have been spared the internal troubles which I feel are bound to arise and indeed to become accentuated as time goes on.

My outstanding objection to your policy or procedure, call it what you may, is that it assumes the possibility of a great Empire war

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in which Canada may conceivably stay out. If she does not stay out, she will at least waste precious time and effort. Even if the Government should proceed immediately to make preparation for war, is it possible that the work of raising an army and taking other necessary war measures can be carried on satisfactorily while the country is in the throes of an election? We should have a mixture of military and political effort. Other parts of the Empire would be fighting - Canadians would be making stump speeches and voting. We should have in all probability in any war, an anti-war party in Canada, and the issue would be threshed out from one end of the country to the other with a natural strong questioning of the justice or the necessity for the war. Would this not have a rather serious effect on the Empire's morale and would it not be extremely good propaganda for the enemy?

I belong to the old fashioned school which believes that when the Empire is at war, Canada is at war, and that henceforth, as in the past, Parliament should determine what measure of military support we are able to offer.

Holding elections before despatching troops would not as you state insure Canada against participation in an Empire war. It merely provides for delay, and if there is anything more expensive or more perilous than delay in modern wars, I really do not know what it can be.

In my judgment there is only one insurance we can honourably take out against participation in Empire wars. That is to serve notice and withdraw from the Empire. If it is proposed to remain in the Empire accepting protection in times of peace and refusing any measure of military support when a great war occurs, I submit that this is a very poor basis on which to attempt to build a robust Canadian manhood and a national character.

Your policy means in certain contingencies desertion from the British Empire, Why not be plain spoken about it and call the thing by its real name?

The Conservative party has been as a rule the party of courage and straightforwardness in Canada. It is one thing that has strongly influenced me in my Conservative inclinations, and I do believe that it influences a great many people in the same way. Believing as I do that acceptance of your policy would before very long mean Canada's withdrawal from the British Empire, I can say in all seriousness that a frank declaration favoring this course would be less objectionable to me than the formulation of measures which are likely to bring about the same result in a devious way.

It is not clear to me either that elections before the despatch of troops would sweeten the situation any more than the elections of 1917 made conscription sweeter to the people of Quebec. On the other hand, may it not work out in the very opposite direction, namely that an anti-war party crushed at the polls after a struggle will emerge with a more bitter feeling than would be the case if the elections had not occurred?

At all events, I do not know of any country ever attempting to hold a general election upon the declaration of war. I cannot believe that any same country ever will do it, and yet that is the very thing which you propose to do.

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There are political considerations upon which I should like to make some comment, but I do not know that my opinions would be useful and anyway I should prefer to express them the next time we meet.

Notwithstanding the vigor of our opposition to your proposals, I wish to assure you of a continuance of my high personal esteem, and do hope that means may be found to improve a situation in which I find myself, in a party sense, homeless.

With kindest personal regards.

Yours sincerely,

MEN/SPS.

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Ottawa, Dec. 23, 1925.

J. Sutton Boyd, Esq.,
The Times Printing Co.,
Moncton, N.B.

Dear Mr. Boyd:

I appreciate very much indeed your kind letter of the 12th inst., and the action you have taken in the Moncton Times. The Hamilton speech has, as you no doubt know, caused some difficulties but the stand therein taken is right and I feel convinced that as time goes on the people of Canada will rally more and more to the procedure I have advocated.

Yours very truly,

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THE TIMES PRINTING CO.

PRINTERS AND EMBOSSERS

Manufacturers
Loose Leaf Supplies
Bookbinding

Publishers of
The Daily Times
The Semi-Weekly Times

MONCTON NEW BRUNSWICK

December
Twelfth
Nineteen Twenty Five

Rt. Hon. Arthur Meighen,
Ottawa, Ontario.

Dear Mr. Meighen:-

Allow us to thank you in behalf of the public for the very clear statement of your position in regard to future wars. Do not think any reasonable objection can be taken to your views as expressed in Hamilton. Belive however, in view of past experience in loss of men and the financial position of the country that there must be a real menace to the Empire before public opinion would favor participation beyond the sending of voluntary recruits as in the Boer War.

Am sending marked copies of paper under separate wrapper.

Sincerely yours,

J S Bell

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MR. MEIGHEN IN QUEBEC.

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"Mr. Meighen in Quebec", the leading editorial in the Ottawa Citizen of December 11th, points out clearly and concisely the position in which the Conservative leader has placed himself and his party by his statements of policy regarding Canada's participation in Great Britain's wars, which he made in connection with the Bagot bye-election and immediately previous. The views of "The Ottawa Citizen" are those of a paper which maintains an independent attitude toward politics and reserves the right to judge for itself. The following is a quotation from the Editorial:

"Senator L'Esperance may be right in prophecying that under certain "circumstances 'in five years Mr. Meighen will become the idol of Quebec'. "But Conservatives elsewhere in Canada must be asking themselves whether they are prepared to pay the price of this new idol-worship. It is a stif f price; no less than a general election on the question of whether Canada shall break away from Great Britain, rather than send troops abroad in another war.

"There should be no mistake about the meaning of Mr. Meighen's dec- "laration in Hamilton, which he repeated with great deliberation in "French to the citizens of Quebec last week. Mr. Meighen does not think "that a war IN THE NEAR FUTURE is possible - which, of course, is only a "personal opinion. But, he added, speaking for the Conservative party, "that in the event of another war the government would follow a different "course than in the last war, when Sir Robert Borden consulted parliament, "but refrained from plunging the country into a general election. Mr. "Meighen would submit the question to the people in an election. 'it is "the opinion of the Conservative party' he said, at Acton Vale, 'that in "future the people should be consulted as well as parliament'.

A LONG LONG STEP

The Canadian Press took particular care to report Mr. Meighen in full detail, as follows:

'However, if a crisis should arise in this country which I do not expect, if a crisis should arise in this country in which our liberty might be menaced, I declare that so long as I shall be in power in this country no troops ---

Mr. Meighen halted for a moment to recall the French Phrase, then he went on:

.-------'no troops will be sent out of the country without the people being consulted' (There was an outburst of applause at the words.)

In making this declaration of independence, Mr. Meighen has fallen into line with Mr. Armand Lavergne. It is a remarkable step away from the position which he took on the question of sending troops in 1922. At that time, Premier King declined to commit Canada to military action against Turkey without consulting parliament. The premier asked for fuller information. In a speech on September 23, 1922, denouncing

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Premier King's stand, Mr. Meighen said:

'When Britain's message came, Canada should have said 'Ready aye Ready' we stand by you. I hope the time has not gone by when thhat declaration cannot be made. If that declaration is made, then I will be at the back of the government.'

x x x x x x

FRANK BUT ——

It is quite to be expected that the views of thinking men, including political leaders, will change, especially during this revolutionary period in world politics. It is to Mr. Meighen's credit that he has pronounced frankly and openly, although mistakenly, on this perhaps vital question. He has given warning to Great Britain, in the name of the Conservative party that Canada cannot be depended upon to join with the Motherland, without first holding a general election, in a war where Canada's liberty might be menaced. Whether it is a creditable stand, is for the Canadian people to decide, without being influenced, it is to be hoped, by party politics.

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In 1917 the crisis was even more perilous than at the outbreak of war. Had the Government at that time undertaken to enforce conscription even in the face of such a crisis without an appeal to the people there is no telling what might have happened to this country. In this Dominion we absolutely must have regard to the composition of our people. I feel certain that the very assurance of their being consulted, as can without great inconvenience be done, will have a steadying and quieting effect, and will tend rather to strengthen the faith of each section in the fairness of their fellow citizens and predispose them to join with the others in any necessary steps to make certain ultimate security and peace.

The talk about a surrender to Bourassa is utter nonsense. Such a mistake arises through confusing policy with procedure. As you will have observed Mr. Bourassa, just as I would have expected, had not accepted, but rather denounced the course to which I am committed.

Personally I believe very strongly that the peace of the world for many, many years, and probably for more than one generation, if not for many more, is now secure. In this belief the people of Canada I think generally share. Why then should we suffer that a large portion of our people should remain in a state of utterly unnecessary apprehension to the very great detriment of our strength as a party, and consequently our usefulness to the Dominion.

Boyd

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Boyd

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THE PRICE TO BE PAID. 037382 ce

On the question of sending troops in response to another call from the King, the alternative would be Canadian independence. No one would accuse Mr. Meighen of advocating that alternative. But he is committing the Conservative party to an election on the issue.

Assuming that a Dominion election could be held under such circumstances - while civilization plunged headlong over the cataract into revolution - the question before the Canadian people would be more far-reaching than the mere detail of sending troops abroad. Refusal to send troops would mean definitely breaking away from the British Commonwealth. No self-respecting people would continue to stay under the British flag after declining to contribute towards the defence of the Commonwealth outside of Canada.

IS POSITION ENVIABLE?

Conservatives must, indeed, ask themselves the question whether they have been placed in an honourable position in peace time, by Mr. Meighen's new policy. They are, in effect, willing that Canada should enjoy the benefits of membership of the British Commonwealth so long as there is no danger of war. But in the event of another call from the King, to send four-square for the defence of British (and Canadian) liberty, the question must be submitted to the people before an effective answer can be sent! An election under such circumstances would invite all the disintegrating agencies tom get busy throughout the country, at the very time when unity would be vital to the survival of the nation and the British Commonwealth.

Mr. Meighen may be bidding fair to become the idol of Armand Lavergne's followers. He may even succeed in bringing more seats to the Conservative party in Quebec. But he is doing it at a price which may be more than the Conservative party can pay, namely, independence of the British Commonwealth excepting in peace time.

- 30 -

National Liberal Committee,
115 Sparks St.,
Ottawa.

December 11, 1925.

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Ottawa, December 23, 1925.

Dear Gordon:

Thanks for yours of the 13th, which reached me this morning, and for the clipping enclosed. I sincerely appreciate the consistent and loyal support given me by the two Hamilton papers. My announcement there has created more difficulty than I had anticipated, but, while I do not intend to adopt any defiant attitude, I certainly intend to stand by the declaration because I believe it is right and I believe the people of Canada will more and more come to that view.

Yours very truly,

G.C. Wilson, Esq.,
Dundas, Ont.

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Dundas Dec 13th/75

Re Hon. Arthur Meighen
St Paul

Dear Arthur

Am enclosing the comments of the Hamilton Herald on Cahan K.C. Perhaps Montreal will some day realize that they are not all of Canada. I don't think there ever was a time when your leadership was as firm and acceptable as it is to-day. Sincerely trust you will pay little attention to the carping criticism of such individuals who are certainly out of step with the Majority of Canada Hoping you are in good health and ready to meet Parliament

Yours Sincerely
L. J. Gibson

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Ottawa, Dec. 24, 1925.

R.C. Matthews, Esq.,
134 Lyndhurst Ave.,
Toronto.

Dear Mr. Matthews:

I received your letter of the 15th; also your two letters written by hand. Do not think I was finding the least fault with your bringing Mr. Cahan to the Business Men's Club. As a matter of fact you asked me before bringing him and [redacted] your doing so stating that he was a splendid speaker.

You ask whether it was wise to disturb the Ontario situation by the Hamilton speech. At the time the Hon. Howard Ferguson while not objecting to the procedure recommended in the speech took the ground that it was unwise to disturb a good situation in Ontario. He was the only one to whom I ever mentioned the subject who did so advise. I am informed now of many who say they so urged me, but as a matter of fact no one else did. The consequence was I had no conception there would be anything like the opposition that was raised. It was due in the main to partial and very often distorted reports of my words. These have created very false impressions all through the country. There seems now to be a desire, which apparently Mr. Jennings shares, that the matter should rest. The difficulty is it rests in just the

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worst position it could possibly rest so far as I am concerned. I don't like the idea of being considered as more or less or a blunderer whom people are disposed to forgive; it is infinitely more important to have one's reputation as a man of sanity and sense than to hold an exalted position. Unless therefore some pains are taken by others, and I mean chiefly by the press, to expound the stand I took and to defend it, I intend to take this task upon myself and if I do so it would be done with some vigour.

Am not as yet seeking an invitation to speak anywhere but you may depend upon it if I speak before the Business Men's Club I shall speak on this very subject. Perhaps it would be well to add that the very best result is coming from other parts of the country. Our friends of Quebec met in Montreal yesterday and things in that province are moving very satisfactorily indeed.

Sincerely yours,

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R. C. MATTHEWS
134 LYNDHURST AVE
TORONTO 10

December 15, 1925.

The Right Honourable Arthur Meighen,
Portage La Prairie,
Man.

My dear Mr. Meighen:

I had a chat with Mr. Jennings at noon yesterday, and he advanced certain ideas, and said that he hoped you would agree to them. I advised him to get you on the telephone, and later, in the evening, he told me that he had done so.

Mr. Jennings and I were wondering whether you would like to speak in Toronto, and if so, if you would honour the Business Men's Club with your presence, and at what date. It would require to be after Christmas, and to get the best crowd, it had better be after New Year's, but we can get a good audience for you at any time. Perhaps you will be good enough to write me, and let me know what you think of this.

With best regards, and hoping that you are feeling the full benefit of our pleasant trip to Southern Pines,

I am

Yours very sincerely,

RCM/ECR.

RCMatthews

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Ottawa, Dec. 24, 1925.

Honourable R.J. Manion,

Fort William,

Ont.

Dear Dr. Manion:

I duly received your telegram of the 16th. In deference to your wishes and those of the others mentioned I abandoned my intention of speaking at Brandon on the Hamilton speech. My own view, however, differs entirely from that of Mr. Jennings and I am by no means content to have the matter sort of die in the shape it is to-day. My position has been misrepresented most cruelly throughout the country; for example see the article from Ottawa in the Saturday Night of the 19th. I certainly don't propose to rest quietly in a position where I am assumed by honest minded people to have made a blunder and to be duly repentant. Unless the newspapers make some effort to present what I said in its true light and to defend it I intend to take that task upon myself.

Sincerely yours,

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Ottawa, December 24, 1925.

Dear Mr. Lavergne:

Have just got back and have before me your letter of the 17th. Will do everything in my power to have the party you refer to act in such a way as to gain the utmost co-operation everywhere. I know he is desirous of doing so and I am confident he is looking for nothing for himself.

Mr. Labelle has just been in and has given me an account of the conference of the 22nd. Was sorry indeed to learn that Mr. Monty was not invited. The proceedings, however, seemed to have been very satisfactory and I feel confident things will now work forward until complete harmony is achieved.

Your telegram of the 16th was received of course in my absence and did not reach me until my return, but had I been here I would have advised you to accept. You may depend upon it I will see both Madam Lavergne and yourself the next time I am in Quebec.

With sincere Christmas greetings.

Yours very truly,

Armand Lavergne, Esq.,
93 St. Peter St.,
Quebec, Que.

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ARMAND LAVERGNE
AVOCAT
93 RUE SAINT-PIERRE
QUEBEC

Quebec, December 17th., 1925.

Rt. Honourable Arthur Meighen,
House of Commons,
Ottawa.

Dear Mr. Meighen:-

I acknowledge reception of yourthree letters, (one including document).

I took the liberty of forwarding copy of latter to Bourassa. But I don't expect much as he seems so prejudiced as to blind his usual spirit of fairness.

I will have this document translated and published in l'Homme Libre with the comment the liberal tactics call for.

As to your letter of the 12th. re:Bagot, etc., I agree with you as to the necessity of showing a united front and want you to believe I have nothing personal against the Senator.

But if he would show discretion and keep in the back ground, he could be useful, very much so. But in public his appearances and statements are desastrous.I can explain you why when I see you. With the public he is for us a cause of weakness, our friends do not either trust or like him, and for the liberals, he is an argument.

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ARMAND LAVERGNE
AVOCAT
93 RUE SAINT-PIERRE
QUEBEC

I earnestly appreciate the trouble you are getting over your Hamilton declarations.

Believe me, I am, and the majority of the country is, grateful to you.

I think your views are sound and based on a true Canadian, and I may add loyal, conception, and I will do anything to help you and, in my modest way, lighten the burden you carry.

The object of my remarks were only in the general interest of the cause, and not from any other motive. I have no personal ambition to foster, and only wish your success for the good of our Canada.

So any suggestion on your part that I may carry on will be gratefully accepted. If I can help here or any where, before English Canadians or French, without bringing on you additional trouble, I will only be too glad to do so.

Hoping of having the pleasure of a few minutes conversation with you in the near future,

I remain,

Yours faithfully,

R. Lavergne

LAV/JB.

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Ottawa, December 24, 1925.

Dear Mr. Riordon:

Many thanks for your letter of the 21st. It is just possible the statement I made in Hamilton was too condensed. However, you will see from the copy of what I actually said, which was sent you with my previous letter, that I really was quite clear on the matter to which I referred, even if brief. The trouble is the papers have given very limited extracts and some have given none at all but have been content to scatter abroad false impressions of my words without any adequate quotations.

I am afraid the real opposition in Quebec was due to conscription, and in the main against service. Very often, as you know, other complaints subsequently work to spread the original opposition. I know positively that everything in the world that we could think of was done to make enlistment attractive and to soften the asperities of conscription. Union Government was in operation during the last year and every member of that Government including both those who have

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left us and those who stayed will confirm what I say about it.

With kindest personal regards and most cordial Christmas greetings.

Yours very truly,

Carl Rirodon, Esq.,
355 Beaver Hall Square,
Montreal, P.Q.

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CARL RIORDON
MONTREAL

355 BEAVER HALL SQUARE

December 21, 1925.

Rt.Honourable Arthur Meighen,
Ottawa,
Ontario.

Dear Arthur,

I have your letter of December 13 and I have read it over carefully also the part of the Hamilton speech which you enclosed with it.

I do not find anything in it that I do not agree with. I think, however, that if in your speech you had pointed out the delay there would necessarily be between the initial steps of the Government would take and the departure of the troops from Canada, much of the uneasiness that seems to have resulted would not have occurred.

I doubt if anything of this sort will change the feeling in Quebec.

As far as I have heard it expressed privately by French Canadians it is not primarily against conscription but against the way in which recruiting was carried out in Quebec and the conditions under which the volunteers and conscripts had to serve.

I believe that if the policy had been adopted earlier of having French Canadian units, even if only companies, and of having recruiting offices for the French Canadians, who understood them, the bitterness against conscription and against the Conservative Party would be much less.

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I doubt whether any remedy but time will heal this sore.

I expect to be in Ottawa on or about January 4th and will phone you with the hope that you may have a little time free, although I dare say that the imminence of the session will make you pretty busy just then.

I take this opportunity of expressing to you my wish and hope that much happiness and prosperity may be in store for you and yours.

I remain,

Yours sincerely,

Earl Rivdon

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Ottawa, December 24, 1925.

Dear Mr. Black:

I have your letter of the 19th instant and thank you very much indeed for the exceedingly useful and too flattering letter which you wrote to Mr. Cahan. I am sorry to say Mr. Cahan has been quite ill and no one now is allowed to see him except Mrs. Cahan. I sincerely trust he will soon recover.

Was delighted to see Mrs. Black and yourself here and extend to you both the most cordial Christmas greetings.

Yours very truly,

Hon. P.C. Black, M.P.P.,
Halifax, N.S.

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Halifax, Nova Scotia

December
the 19th
1925

Right Hon. Arthur Meighen,
House of Commons,
Ottawa.

Dear Mr. Meighen:

After seeing you in Ottawa I have given considerable thought to the matters we discussed.

I have taken the liberty of writing Mr. Cahan and I am enclosing a copy of my letter to him. This speaks for itself, and I hope it will not have your disapproval.

With kindest personal regards, and the season's best wishes,

Yours faithfully,

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Halifax, Nova Scotia

December
the 19th
1925

C. H. Cahan Esq., K. C.,
120 St. James St.,
Montreal,
P. Q.

Dear Mr. Cahan:

I was disappointed when I called at your office on my way to Ottawa to find that you were away. I received your letter at Ottawa, and I had greater regrets on my return to find that you were in the hospital, and I still could not see you. I am pleased to have reports that you are improving and will soon be well again.

I would like very much to have had a talk with you in respect to the political situation. The speech you delivered in Toronto was received with much favour in some quarters, but there is a feeling that there were reflections on Mr. Meighen that, while clearing the air in some places, might have the effect of stirring up resentments within the party. Mr. Meighen may have his shortcomings, but he has great ability and a big personal following, who will support him right or wrong.

You are looked upon as an outstanding man in the Liberal-Conservative party. I do not know what may be in store for you in the way of duty to the country and to our party. With this in mind I would be sorry if anything you may say could be construed in any part of the country as a disagreement with our present leader.

I had nearly two hours with Mr. Meighen when I was in Ottawa, and it appears to me that he is as anxious as a man can be to do what is best. There is always divided counsel, and positive action of any kind meets with some objections. I believe

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if you set yourself to the task of going to Mr. Meighen and conferring with him in a big way, you will be performing a service to your country such as has been given to few men to do.

As I view it, there are two men we must look to -- you and Mr. Meighen. Certain sections of this country, especially Quebec, will look to you more and more. Mr. Meighen has had a place for some time as leader, and there are many in this country who look upon him as the ablest man who has ever sat in the House of Commons. I consider he and you, working together as instruments of our party, can perform great service to this country.

Perhaps I should not write you as I have, but my close association with Jack, the relations of my father with you in the Provincial House back in the 90's, my recollections of the wonderful fight you made as "A Stranger" in Cumberland in 1900, and your many contests on behalf of the party since, induce me to appeal to you to do everything in your power to bring about unity of action in respect to the guidance of our party at the present time, and I trust that you will construe this letter in the way it is intended.

With kindest personal regards to yourself,

Yours faithfully,

R. L. B.

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Ottawa, December 23, 1925.

Dear Mr. Matthews:

Yours of the 16th instant reached me this morning. I tried yesterday to get a moment to call you up but was so crowded with people during the entire day did not manage it. I am hoping to see you soon and we can then talk over the question.

Yours very truly,

R.C. Matthews, Esq.,
134 Lyndhurst Ave.,
Toronto, Ont.

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R. C. MATTHEWS
134 LYNDHURST AVE
TORONTO 10

087382 CX

Dec 16/21—

Dear Mr Meighen,

In reference to your
inquiry of 14th — Cahan would not
have been invited if I had had any
idea of certain of his views. My
committee ~~thought~~ it would be
a good thing to have a man
from Montreal & they knew Cahans
name. He drew 140 to the luncheon
including a head table of 22 ~~that~~
I invited myself.

Cahan is a nice chap
but politically a lone furrow.

His address was able
enough but will have no effect.
It accentuates the feeling engendered
by the Hamilton address. Which
is misunderstood. That I now
think we could have done (own)

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without. But I recognize this,
we are too near the event to
judge of its effect

The Liberals grasped
it as the last straw, took
the attention off King & focussed
it on you. Should we have
given them the chance to do that?
The country was watching King,
unsympathetically. It was his move.
He could not move, & the country
was laughing at him & rather
gloating, if I may use such
a term. Suddenly we relieve
him by taking the spotlight away
& creating a discussion about you.
Was that good politics? I guess
days he hasn't heard an approval
from anyone of Hamilton. I am inclined
to favour Jennings' idea. If any discussion
let it be academic - a hypothetical case.
It isn't a pertinent question & it doesn't
properly enter the realm of our politics

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Ottawa, Dec. 24, 1925.

J.E. Walsh, Esq.,
Canadian Manufacturers' Assn.,
Toronto.

Dear Mr. Walsh:

Many thanks for your letter of the 22nd instant enclosing clipping from the Mail and Empire.

With best Christmas wishes, I am,

Yours very truly,

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