

MR. HOWARD STUTCHBURY: I could answer that question, but I have not the figures with me.

By Hon. Mr. Webster:

Q. One witness gave us 2,000,000 tons?—A. It is approximately that. The great bulk of that is steam coal, railway coal which they use east.

Q. Why don't they get after the Government first, if it is Government steam coal?—A. No, that is all C.P.R. The Canadian National Railways are using Alberta coal as far as Chapleau.

By the Chairman:

Q. That is, they land the coal at Fort William, but it is used east and on the north shore of Lake Superior?—A. Yes.

By Hon. Mr. Webster:

Q. The Canadian Northern some years ago brought in a very large quantity of coal from Pennsylvania to Fort William?—A. Yes, but they are using very much less now.

Q. Is not the Canadian National Railway importing coal from Pennsylvania?—A. Yes, but not to the extent they were.

Q. Do you know what proportion?—A. No; I could get those figures.

(To Mr. JONES.) Q. Have you any information, Mr. Jones, as to briquetting plants, as far as domestic coal is concerned—whether it would be practicable and profitable?—A. Well, they are briquetting at the Hillcrest Collieries on the main line of the C.P.R., and I believe they are selling it to the railway. Whether they are selling domestic I do not know. Some years ago, when I was in Cape Breton, I had occasion to look into a briquetting plant, and in fact purchased one. Where you have small coals, and where you have the pitch or the tar necessary for the binder I believe it is quite practicable to do the same as they do in Europe, and you have considerable advantages, because you can ship that coal, or store it practically for any length of time without deterioration, but the other coal you can not. I think for a lot of our fine coals that is going to be a future solution, the same as it was for Belgian coal, which would be practically on its back without briquetting. When the pitch has to be hauled the question of economy of production comes in. In the Crow's Nest field they have beehive ovens instead of by-product ovens, but I think by-product ovens there would help that whole district.

Q. Should the briquetting plant be erected alongside the coal mine, or at a centre of distribution such as Toronto?—A. At the mine, beyond question, because then you can briquet as your market demands more. If you get your plant where you produce a surplus of slack you can briquet it and stock it, but if you have your plant at the point of distribution you limit your choice. More than that, you can briquet cheaper at the mine than at a centre.

Q. As a manufacturer, have you experienced any serious difficulty in getting fuel?—A. Oh, they are tumbling over each other to give it to us this year.

Q. And last year?—A. Last year there was no serious difficulty, but in 1920 of course there was.

By Hon. Mr. Laird:

Q. What was that caused by? Transportation?—A. The trouble in 1920 was transportation and anticipated trouble from strikes, but mostly transportation. In 1920 ordinary slack coal in the United States that usually sells at \$1.75 went as high as \$10 at the mines for shipment. It was an abnormal condition.

[Mr. F. P. Jones.]