

In conclusion I shall just add a few closing remarks as to the cost of raising, shipping and marketing our coal, etc. Once the preliminary operations of erecting the necessary plant, making connections, and establishing a coal depot at some suitable locality for shipping were completed, I cannot see why this coal could not be mined and put on board ship just as cheaply as the product of the Cape Breton mines is to-day.

Let us take for example the Juke's seam in Bay St. George. This seam is so situated that it can be stripped of its cover, which is comparatively light, and for a long time it could be mined by quarrying or open cast, as it is termed. Much of it lies above the level of the Barachois River, and all the coal it contains down to that level, can be easily won. So far as I am aware there is no mineral product in the Island which could be more easily or cheaply mined, nor is there any that would give a greater yield for the same amount of labour. Two men could certainly with ordinary tools, mine 3 or 4 tons per day with the greatest ease. At the ordinary rate of miners' wages of \$2.00 a day each, we have the cost of mining just \$1.00 per ton, 20 cents more should be ample to remove it to the surface and dump it on board cars, at the mouth of the drifts or tunnels.

According as sufficient working space were made, more and more miners could be put on; fifty men could, without difficulty, mine 100 tons per day. Of course as soon as regular coal cutting machinery were substituted for manual labour, the output could be greatly increased.

Were a short connecting railway of about 8 miles constructed to tap the Reid system near Salt Springs, the coal would then be brought within 60 miles of Port aux Basques, where a

depot might be established, which would be accessible all the year round. At the present railway rate of 7/10 of a cent per ton, per mile, the carriage thence would amount to 42 cents freight, or a total cost per ton at Port aux Basques, of \$1.62. Allowing 38 cents more for handling and putting aboard ship, the coal should stand, when leaving the shipping point, not more than \$2.00. The cost of freight from thence to our east coast markets, and the handling, storage or other expenses connected therewith, should be about the same as from Sydney, whatever they may amount to, certainly not more.

Assuming that the water borne freight was \$2.00 per ton, and the handling, storage, etc., 50 cents, the coal should cost, landed here in St. John's somewhere in the vicinity of \$4.50 per ton, at the outside. As there would be no duty levied on local coal, surely ours could compete favourably with any imported, even though the cost to the consumer were a dollar less than we are now paying, and that, too, for such a poor quality of fuel. Of course, in the above figures, I am only taking into account the cost of actual mining, transportation and shipping of the coal to our local markets, after a mine was fully established and all necessary connections and facilities for transportation, etc., were provided.

I fully recognize that a large sum of money would have to be expended to provide these facilities. I might say the whole question of utilizing our coal hinges on this latter point.

Having first established the fact that the coal is there in sufficient quantity, and of good quality, the question as to whether our present consumption, and the cost of mining and shipping would warrant going to the great expense entailed by the