

and their cargoes be there transhipped into the ocean vessels. I may say that Atlantic freights are less by 30 per cent. from Sydney than from New York, Baltimore and other American ports; and, besides, the port charges at Sydney are \$100, against from \$800 to \$1,000 at Montreal and the American ports.

Q. Does England supply distant markets with coal, as near to them as the American mines are to Ontario?—Yes. For instance, she supplies Cuba, that has American coal quite near, and San Francisco, with British Columbia coal near. Coals are shipped 15,000 miles to India, which are quite near to the China and Australian coal-fields.

By Mr. Goudge:—

Q. On what do you base your statement that the ocean freights from Sydney are 30 per cent. lower than those from the more southerly ports?—On the fact that we have been tendered vessels by shipowners in New Brunswick and Nova Scotia at 30 per cent. less from Sydney than from the other ports.

Q. Why do you get them for 30 per cent. less?—The reason is that we are 800 miles nearer Europe than New York and other American ports, and the port charges are very much less.

Q. Does Newfoundland take flour from the United States?—Yes.

Q. In case a large coal trade existed between Ontario and Nova Scotia, could Ontario supply the Newfoundland market?—Canada could supply the Newfoundland market with flour with return cargoes of coal west from Nova Scotia. Mr. Robinson in his evidence alluded to the vessels going out from England and bringing coal as ballast. I think there are only five ports in England from which vessels take coal. It does not pay the vessels to change ports and bring out coal as ballast, nor can the English coal producer supply coal as ballast where they have to ship it to ports where vessels are lying. I hold that Montreal and Quebec would get more tonnage by taking coal from Sydney, than if they were dependent on English coal as ballast. Sydney is becoming the North American port of call, and vessels bound west seeking freights call there now almost entirely. On arrival they enquire for Montreal, St. John, New York, Baltimore and Philadelphia freight markets, and often Montreal quotes higher than any of the other ports; and could we get coal freights at a low rate to Montreal Montreal would command more ocean tonnage.

Q. That is if you prevented vessels from bringing out coal as ballast?—We could furnish coal as cheaply as the English coal and could give Montreal and Quebec more tonnage.