

Q. In advance in every respect of Newport News or any of those places, or of any discharging plants?—A. The States have made great improvements recently. Newport News and Baltimore have put up very modern and expensive structures and have brought down their costs.

Q. How are vessel freights to-day?—A. They are fairly steady. I do not think there is any tendency to decline.

Q. We have had a dollar quoted to us as about the current cost. Would you care to say, or do you happen to know, whether that is the rate from Sydney to Montreal?—A. That entirely depends upon the size of the vessel.

Q. I mean as you are doing it now. There have been times when you carried it for fifty or fifty-five cents?—A. I would say one dollar would be a fair estimate of the cost from Sydney to Montreal. That would include discharging, possibly, but no handling after discharge.

Q. Have you given any particular attention to the possibilities of carriage up the St. Lawrence beyond Montreal?—A. Yes, we put two cargoes up there, I think it was in 1921. In each case I think—I am not certain about this—in one case, at all events, the ship was lightened at Montreal. If it were possible to send an ocean going vessel to Toronto, there is no doubt that Nova Scotia coal could compete in Toronto with American coal.

The CHAIRMAN: What is the price, Mr. Shiels, of a good grade of bituminous coal in Toronto?

Mr. SHIELS: Steam coal?

The CHAIRMAN: Yes. The kind of thing I have in mind is Reynoldsville.

Mr. SHIELS: About \$7 to-day, f.o.b. Toronto. That is lump.

By the Chairman:

Q. Could you meet that?—A. Not under present conditions; no, not at Toronto. If we had a through freight, if we could send a ship from Sydney to Toronto, we could do that. It would depend to some extent upon the grade of coal you are competing with.

Q. I mean the kind of steam coal, for example, that we have displaced before. Reynoldsville used to supply the Grand Trunk at Brockville. We have taken that business away from them.—A. Yes. We sent coal up to Brockville regularly.

Q. Have you recently?—A. Not recently.

Q. That was a good grade of American steam coal?—A. The point of view I have tried to explain to myself, not speaking as an official of the Company at all, is that if you can make an equivalent fuel for anthracite from Nova Scotia coal, there is no particular object in sending bituminous coal to Toronto until you have supplied Quebec.

Q. Of course, you have a long way to go now to drive American coal out of Quebec.—A. Yes. We hope this year to put almost as much coal into Montreal as we have ever done. It has taken a long time to get that back. Last year was an abnormal year because of the strike in the States. Prices this year will be lower than last year, because coal will be more plentiful. We hope to put up the St. Lawrence nearly two million short tons this season.

Q. Of course, you have put up more than that in the past?—A. My recollection is about 1,930,000 short tons.

Q. That would be another ten per cent?—A. Yes.

Q. But you are getting back?—A. We are getting nearer this year than we have been since the war.