

While 600,000 people in the Maritime Provinces would have to contribute \$100,000 of revenue under the hon. gentleman's Tariff, 1,500,000 people in Ontario were asked to contribute a little over \$7,000 under his adjustment of that duty. But that did not prevent the hon. gentleman from proceeding further in the same direction. He showed no objection to the adoption of a sectional tax, provided it fell on the shoulders of the Maritime Provinces, saying, in effect, that supposing such duties were not paid in Ontario, the arrangement was all right. But under our policy we provided for legitimate protection to all the industries of all the Provinces; and while hon. gentlemen ask for the imposition of some burdens in matters in which Ontario is more interested, there is another instance in which, according to their own showing, the tax is not paid by them but by the people of the Lower Provinces—is certainly not paid by the people of Ontario. Now, we maintain a principle—I have advocated it from the moment I had a seat in Parliament, I have never ceased to uphold it. I defy any man who has read the discussion of this question, in the *Mail* newspaper, which has been going on for the last three or four months, who has candidly and dispassionately weighed the arguments published in that journal, I defy any man who will approach this subject in a fair and candid spirit, to arrive at any other conclusion than that the coal tax is not paid by the people of Ontario, although paid in Ontario. I venture to state, and have sufficient grounds for the statement, that the imposition of the coal duty has not cost the people of Canada one farthing, either in Ontario or out of it. I take this position, and shall give the House my grounds for it, that, instead of the duty on coal having increased the price to the people of Ontario, it has reduced it. I hold that, from the hour of the imposition of that duty down to this hour, Canadians have paid less duty on this article than formerly. It is on this point I differ slightly from my hon. friend the Finance Minister, who seemed to think that, perhaps, half the duty might be paid in the United States and half in Ontario. I am satisfied my hon. friend had not given that branch of the subject the close and exhaustive examination which I have felt it my duty to give it, or he would have arrived at the opinion I now unhesitatingly state, that the imposition of the duty has not cost the people of this country anything, but the reverse. Now, Sir, my first position is that the price of coal from the United States is fixed and governed by the competition that coal has to meet with. There is not an hon. gentleman in this House who does not know, from the practical experience of every day, that the tariff in a railway changes with different seasons of the year, being governed and largely caused by the amount of competition that the tariff meets with. If you are carrying freight to a competitive point, if you are carrying freight to an open port where you have to compete with water carriage, you put your freight down in order to get the business that you would otherwise lose. If the railway is carrying freight to an inland portion of the country, where there is no such competition, you impose such a charge as you think the work performed is fairly entitled to. Now, I maintain that a close examination of this question will prove beyond controversy that, looking at it in the light of experience, which is, as I have said before, the test to which I propose to subject this matter, the House will be driven—I say, with reference to this side of the House, willingly driven, because we are open to conviction in a clear and strong case, but unwillingly driven on the other side of the House—to come to the conclusion at which I have arrived. The moment that the duty was imposed upon coal going into Ontario, it became a competitive point, because they were threatened with the fact of their coal being displaced by the introduction of Nova Scotia coal. The hon. member for Lambton, the other night, seemed to think that the whole question was as to whether we had succeeded in displacing the coal. It is

not necessary to the success of our policy to displace the coal at all.

Mr. MACKENZIE. Nothing is necessary.

Sir CHARLES TUPPER. If the hon. gentleman will examine this question a little further, he will find that—provided you stimulate the production, provided you succeed in giving work to the miners and employment to the twelve or fifteen million dollars of capital that have been invested in the mining operations of this country, and employment to the miner in raising the coal—it matters little where it is consumed, provided that policy has led to this increased consumption. But, Sir, I may say that, after the most careful examination of this question, it has been found that no coal is superior to that produced in the Province of Nova Scotia. My hon. friend from London (Mr. Carling) was at one time Minister of Public Works for Ontario, and his Department caused a careful and exhaustive analysis to be made of the comparative values of the different kinds of bituminous coal. It was then found, as a result of that analysis, that the cheapest coal that could be purchased for the use of the public buildings in the city of Toronto, was Nova Scotia coal. It is well known, although I do not consider it necessary to the argument, that some 284,000 tons of additional coal has been sent into the Upper Provinces under the influence of this Tariff. Before that a very large amount of coal was displaced, but the result, as I said before, could be obtained without displacing necessarily the coal in Ontario. Now, I quote from the Trade Returns of home consumption, showing the imports of anthracite into the several Provinces from the United States, and the average cost per ton. What do these tables show? Why, Sir, they show that, in Ontario, in 1877, there were 261,895 tons imported, costing \$1,163,944, or \$4.45 per ton—that was before the imposition of any duty; in 1878, there were 266,434 tons imported, at a cost of \$1,022,816, or \$3.85 per ton; in 1880, there were 335,794 tons imported, costing \$1,022,055, or \$3.04 per ton; in 1881, there were 357,524 tons imported, costing \$1,522,375, or \$4.25 per ton. So that we have never reached, down to the present time, the cost per ton of anthracite coal coming into the city of Toronto; it has never reached the price that was placed upon that article before there was the imposition of one cent of duty. In Quebec, in 1877, there were imported 117,124 tons, costing \$468,759, or \$4 per ton,—mark, Sir, that Quebec, though much further from the point of production, was a point of sharp competition, and the result was that, instead of having to pay in Quebec \$4.45 a ton, as they paid in Toronto, they only paid \$4 a ton; in 1878, \$3.15; in 1880, \$2.65, when the 50 cents duty was imposed; and in 1881, \$3.77. In Nova Scotia competition was still greater, and the distance was much greater also. The anthracite coal mines of Pennsylvania as you will observe, are at the furthest point, and yet the cost of the anthracite coal of Nova Scotia was far lower than either in Ontario or Quebec, both of which were much nearer to the point of production. In 1877, the importation was 11,887 tons, costing \$44,560, or \$3.74 per ton; in 1878, the average cost was \$2.93 per ton; in 1880, \$2.58; in 1881, \$3.70. In New Brunswick it cost \$4 per ton, the same as in Quebec in 1877; \$3.46 in 1878; \$2.81 in 1880, when the duty was imposed; and \$3.70 in 1881. So that here you have the fact clearly established that the very moment the duty was imposed the parties who shipped their coals to Toronto and Quebec, put these places into a different category from what they were before, they made them competitive points and reduced the cost of coal to a larger extent than the amount of duty paid. It is impossible for any impartial mind to arrive at any other conclusion than that the imposition of a duty of 50 cents a ton has not only not increased the cost to the consumer, but it has lowered the cost to the consumer