

thrown open to Nova Scotian coal, and American and British capital will flow in to turn the neglected mineral resources of that province to good account.

This depression therefore in mining enterprise is merely temporary, and its termination will witness a rapid rise in the price of available mining properties, and Nova Scotian coal will enjoy almost a monopoly along the seaboard of the Eastern States, except when brought into competition with English coal. Thousands of persons, and several lines of railway, that are now forced to use wood, will be enabled to obtain a cheaper and a better fuel at a far lower cost. Ere long Transatlantic steamships, American consumers, and lines of railway in the Eastern States will depend on Nova Scotian collieries for their supplies of fuel².

Independently however of all these sources of future development there is another that alone is sufficient to ensure a great future to the mineral deposits of Nova Scotia. The enormous cereal wealth of the West seems almost to baffle sober calculation. It is increasing so rapidly that it overcrowds its outlets, and Western trade is clamouring for a direct highway by water to the ocean. At present New York, through its enterprise, is enabled to grow rich through its railways and its Erie Canal diverting Western trade from its natural channel. Massachusetts is spending

² It would seem by the following passage in a letter received from Nova Scotia, that even the local demand exceeds the supply. "We have had a coal-famine here. The Mayor applied to the General, who could do nothing, but referred him to the Storekeeper at the dockyard, where they are now issuing coal, and Halifax is now burning Welsh coal. But they have only 700 tons there, which, it is said, will not last until we receive some by rail or vessel. A number of steamers have lately put in for coal, which Cunard and Co. have, fortunately, for the credit of the place, been able to supply. To crown all, the railway has been blocked up by snow, and when it is open, Hoyt will be unable to sell his coal to the town for some time, as he has to supply American contracts. Seaton's wharf is to be the depôt for the sale of coal from the numerous mines of which Gisborne is manager. Coal is now \$12.50 per ton." There has also been a coal-famine in Montreal, where coal is \$16 per ton. In the United States there have been similar complaints, but as long as a duty of \$1.25 is imposed on imported coal, the people must be at the mercy of Pennsylvanian monopolists.