

MARITIME MINING RECORD.

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THE UNITED STATES BEST CUSTOMER.

There is no wonder there should be a growing desire for reciprocity in the United States. Take the matter of coal. Canada is by far the best customer the United States has for that commodity. In the year ending June, 1910, Canada imported 2,909,000 odd tons of anthracite and 7,268,000 odd tons of bituminous, a total of 10,180,000 tons. In return for this the United States took from Canada 1,356,000 tons of bituminous coal. The United States takes practically no coal from Nova Scotia. Some slack goes there but even that is a diminishing quantity. The following extracts from the Coal Trade Journal indicate that it is with a heavy heart the United States takes any coal from Canada:

"It would be of much benefit to the producers of coal in the United States if they could capture the entire trade of this country so that there would be no necessity of importing coal. But it will be a long while yet before this ever happens, as consumers on the Pacific coast are somewhat handicapped in securing supplies of coal produced in the United States, so they are compelled to import it from British Columbia, Japan and other countries. The shipments of the Nova Scotia product into New England is gradually decreasing, so that it may be taken that whatever increase there was in the imports during the year just passed was all to the Pacific coast States.

"The increase was mostly from Canada, the total tonnage imported from that country into the United States during the year was 1,356,840 tons against 1,052,786 tons, an increase of 304,054 tons.

"The export trade both in anthracite and bituminous increased during the year, but the anthracite trade in foreign parts is quite small in comparison with bituminous. The total exports of this grade of coal amounted to 2,953,633 tons, against 2,869,762 tons, an increase of 83,871 tons. The largest portion went to Canada, but this may properly be classed as home trade. The total tonnage shipped across the border amounted to 2,908,085 tons, which was an increase of 79,597 tons over that of last year.

"Of the exports of bituminous, which amounted to 10,413,439 tons, an increase of 1,394,572 tons over the exports of last year, Canada took 7,268,738 tons, an increase of 747,096 tons, which leaves but less than one-third of the total for other countries."

Canada's exports to the United States increased by 304,000 tons, wholly from B. C., while the United

States exports to Canada show an increase of 826,653 tons or 175 per cent. greater than Canada's increased shipments to the U. S.

• Rubs by Rambler.

The London Morning Post thinks it sort of treasonable for Canada to make trade treaties with the United States. For holding such an opinion the Toronto Globe takes the Post to task and gives this advice, "The Morning Post before waking the echoes of the Strand with the cry of treason should send some one out to Canada to study trade conditions on the spot". To the Globe it might be said, "Physician, heal thyself, send a commissioner down to Nova Scotia to study conditions on the spot, and send another to New England on a similar errand before attempting to discuss the subject of reciprocity in coal." After referring to the importation of anthracite, the Globe goes on to say:

"There is another sort of coal, bituminous, on which both Canada and the United States levy substantial duties. Perhaps treason to the Empire larks in the suggestion that the duty be thrown off on both sides of the line. Let us see. In the twelve months ending March 31, 1904, the Dominion imported for consumption 5,690,576 tons of soft coal from the United States, valued at \$11,441,129, and 1,289,624 tons of slack, valued at \$1,538,002. The duties collected were \$2,690,433, being at the rate of forty-five cents per ton on coal and twenty cents on slack.

There is a preference on coal from Britain, the duty being thirty-five cents per ton on coal and ten cents on slack. How did the British coal exporter look on the Canadian market? Was he keenly anxious to do business? Did he turn his eyes from the Baltic trade and the Mediterranean trade to supply coal for the industries of Ontario? Not altogether. Britain shipped to Canada last year exactly 1,752 tons of coal under the general traffic and 35,119 tons under the preferential. Since 1879 she has never sent in any one year as much as half a million dollars' worth of soft coal to Canada. In recent years, notwithstanding the preference, the trade has been falling away rapidly. It is quite evident from the figures presented above that the removal of the duty on soft coal on both sides of the border would be of no interest to the British miners and that this change at all events might be made without earning lodgings in the Tower.

The simple truth is that the coal duties, like many others, are entirely matters of domestic concern. At present the manufacturers and railways and gas plants in the region between Montreal and Brandon pay almost three millions a year of what is really a revenue tax on coal. It affords little or no protection to Nova Scotia coal which has never been able to make a market west of Montreal despite the duty in its favor, and none to that of British Columbia, for carrying coal to Newcastle would be even less absurd than carrying it to our Pacific Province, which has some of the greatest deposits in the world. The removal,