

year 470 million tons, we recognize the political importance as much as the industrial importance of this branch of national industry. Before the war the country was divided into two bitterly hostile camps of protectionists and anti-protectionists. The South demanded free trade in order to feed and clothe her slaves cheaply. New England, being then the only manufacturing section, as vehemently demanded high protection. At that time the West consisted of the states, now composing the easternmost section of the middle West, devoted to farming alone. With the development of coal mining and the expansion of the railroad system, all this has changed. The South is manufacturing its own cotton, and turning cotton seed into oil and other by-products, as well as creating the second largest centre of the iron manufacture on the continent. And the West, with Chicago in the lead, is rapidly outstripping New England, and its manufacturing energy is almost exceeding its agricultural activity. New England is, in fact, making less progress than any other section of the country, and why? Because she has no coal. Transportation cost has been so reduced that she can supply herself from Pennsylvania—400 to 500 miles distant, with this indispensable commodity. But coal lies nearer to her hand than Pennsylvania and this fact is influencing her political position towards this country, and creating in New England alone a strong reciprocity sentiment. When we look at home we find that two provinces—Ontario and Quebec—the most populous and the richest members of the Confederation, suffer from the same complaint—lack of fuel; and yet across the lake in Pennsylvania and Ohio there is such abundance of this very life-blood of industry that in order to reach it 30,000,000 tons of iron ore are brought to their coal fields from mines to the west of distant Lake Superior. In fact, Ontario is nearer fuel than the seaboard of Pennsylvania itself; but is cut off from this indispensable agent to the full development of her industrial life by a political line drawn through the centre of the St. Lawrence and of Lakes Ontario and Erie. If more reasonable international trade policies were adopted, and the continent's resources as a whole were utilized by its people as a whole, certain industrial disabilities on both sides of the political line would immediately disappear. Nova Scotia coal would supply New England by cheap ocean navigation alone; and Pennsylvania and Ohio coal would be transported across the lakes to Ontario. Montana, Idaho and Dakota, especially Montana and Idaho, for their smelting operations, need coke, which the Crow's Nest coal fields of British Columbia can supply in full abundance; while the Pacific Coast States must draw their coke from coal fields 2,000 miles distant, either across the mountains, or by boat from Vancouver, unless they prefer to import it from New South Wales.

It seems almost incredible that two industrious people should set at defiance the first laws of economic science, and allow sectional political interests and prejudices to stand in the way of what is so conspicuously to the interest of both.

The Canadian Pacific and other railroads in Canada have not as yet conferred on her and her mining interests the same ample benefits that the facilities