

## ABOUT RECIPROCITY.

The following is what the Coal Trade Journal had to say recently on reciprocity in coal between the United States and Canada:

"American producers are handicapped in putting their coal into the Montreal market, and to a less extent into the province of Ontario, by reason of the high duty on coal going into Canada. If this country had reciprocity (in coal, at least,) with Canada, American shippers could put a very much larger tonnage into Montreal, and also increase the tonnage to Toronto and other points in Ontario, while the arrangement would be made reciprocal through the Eastern States, particularly that portion of the New England market lying north and east of Boston, getting the benefit of a supply of Nova Scotia coal at a price somewhat below that now paid for other fuels. While the Nova Scotia coal cannot compete in quality with the West Virginia coals that are now the popular brands in the Eastern States, the difference in price would appeal to some consumers.

"The singular geographical position of the coal fields of the two countries seems to demand reciprocity in coal. There are the New England States, without coal measures of commercial importance, adjacent to the coal fields of Nova Scotia. There is the coalless area of Ontario adjacent to the coal fields of Ohio and other States of the Middle West. And on the Pacific coast the relatively coalless area of California depends largely upon British Columbia for coal supply.

"Since the western market has been opened up to the coal producers of Maryland and West Virginia, through extensions of the Chesapeake and Ohio, the Norfolk and Western and other railroads, and since, moreover, the western market has developed so largely through the growth of this country, the New England market is not, comparatively, the same large factor that it previously was in the coal trade of the States named, and the loss of tonnage in that direction would not be so serious to American producers as it would have been when all of the tide-water districts shipped to the eastward exclusively.

"Reciprocity and tariff rearrangements are, of course, in the nature of political measures, and will probably never be decided on an exact business basis. At the same time, the theme possesses some degree of interest to the thoughtful observer of trade matters."

If it be correct, as stated, that American shippers could put a very much larger tonnage into Montreal, under reciprocity than under the present tariff arrangements, then it is not to be expected that the Nova Scotia operators, at least, will lend any countenance to the movement which seems to be going on in the New England States. It cannot be expected

that they will favor a proposal which will have the effect of encroaching upon a market, which is certain to them, as the case stands, in the uncertain hope that the loss may be made up to them by a gain in trade with the New England States. That reciprocity would increase the American tonnage to Toronto is doubtful, for the reason that that market at present gets all its supplies from the States. The Journal is very frank. The Americans are now half willing to forego the New England market. Why? Because it is not now the important factor to the trade that it was some years ago. The loss of the New England market would not now be a serious one to American shippers. That is equal to saying that in the past the needs of the American operators and not the needs of the people of the New England States had prime consideration. Following the Journal's reasoning it should not be expected that the Nova Scotia operators will favor or be indifferent to the admission of American coal free into Montreal, until having secured other markets through the growth of the country, or in some other way, the Montreal market is not the same large factor that it is today. When the coal trade was almost stagnant, say twenty years ago, in Nova Scotia, reciprocity might have been most acceptable to the province. Now that trade is brisk, now that Montreal is a great and growing market for her coal, all anxiety as to the future of the coal trade and all desire for reciprocity has been removed.

The first meeting of the "Old Age Pension Commission" will be held at Glouce Bay, the 25th inst. at 10 a. m. in the Town Council Chambers.

In forty years the members of British Co-operative Societies have received eight hundred and eighty million dollars in profits; truly a tidy little sum.

To the many horrors of the year has to be added that of the collapse of the Quebec Bridge, carrying with it four score victims.

**MONTREAL  
EXCURSION**

SEPT.

19

20

21

Good for  
return  
until  
October 7th.

SEPT.

30

OCT.

1 and 2.

Good for  
return  
until  
October 17th

Intercolonial Railway.

will sell round trip tickets from

**Stellarton to Montreal for**

**\$13.50.**

Proportionately low fares from all stations Campbellton and East.

**SPECIAL EXCURSIONS** Sept. 19, 20, and 21, good to return Oct. 7th, '06, to Fort Huron, Mich.; Detroit, Mich.; Saginaw, Mich.; Bay City, Mich.; Grand Rapids, Mich.; Chicago, Ill.; St. Paul, Minn.; Minneapolis, Minn.; and Cleveland, Ohio.

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