

Boston *Herald's* commercial article for the Boston price, and, for the Toronto price, the Customs returns and the following table, which gives the total import of coal into Ontario, and the price of anthracite, compared with Philadelphia—a non-competitive point:—

Year.	Quantity.	Cost of market of purchase.	Price per ton.	Philadelphia wholesale price.	Philadelphia more than Ontario.	Philadelphia less than Ontario.
	Tons.	\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1877.....	420,010	1,793,407	4 27	2 59	.....	1.68
1878.....	406,971	1,476,022	3.62	3.22	.....	1.00
1879 to March 15 ...	322,528	1,252,703	3.88	2.89	.....	1.00
1879 after March 15	93,895	245,255	2 71	2.37	.....	.....
1880.....	516,729	1,509,960	2.92	4 53	1 61	.....
1881.....	344,833	1,499,143	4.34	4.90	1.00	.....

This table shows, first, that prior to the 15th of March, 1879, the Philadelphia dealer purchased his coal at a cheaper rate than the Ontario coal dealer; second, that after the imposition of the duty, the average price of the Ontario coal dealers was less than that of Philadelphia in 1880, by \$1.61, and in the fiscal year of 1881, by 56 cents. If we compare Toronto with Philadelphia, we find that Toronto coal dealers obtained their supply during the calendar year 1881, at \$4.20 per ton against Philadelphia at \$4.90, or 70 cents less than Philadelphia; and if the duty were added to the price of the coal, there would still be a large margin in favor of Toronto against Philadelphia. Further evidence is to be found in the fact that coal sold at Ogdensburg, in the winter of 1880-81, for \$5.90, while at Prescott the retail price was \$6 per ton; the cost of freight to Prescott, harbor dues and unloading is 68 cents. If the duty were added to the cost of the coal, it ought to have sold at \$5.90 plus 68 cents plus 50 cents, or in all \$7.08. At Oswego, coal sold during the present year, at \$5.75; freight, from Oswego to Belleville, 40 cents; harbor dues and unloading, 28 cents; if duty were added to cost, 50 cents, the coal ought to sell at \$6.93, while the price at Belleville was \$6.50, showing that the result of the duty has been to decrease and not to increase the price of coal. At Buffalo, coal sells the present winter for \$5.70; the freight to Toronto is \$1; cartage 30 cents, or equal to \$7. The freight in this case is given on the authority of railway companies, that being the rate from the Bridge to Toronto for all quantities of coal under 10,000 tons. In summer rates are lower, Mr. Nairn,