

with the exception of Ontario, where the invoiced prices, as per Customs returns, show an average of \$3.23 per ton for 1881, as against \$3.67 for 1877. That shows the United States coal owners feared less the competition with Nova Scotia, because they found that it had not been sent forward to the extent they feared it would be, and they increased the price to a certain extent: Now, Sir, I think I have shown that the price of coal varies in the United States according to the degree of competition experienced by it from the coal from Nova Scotia and Great Britain; otherwise you would not have coal sent to Quebec at a lower price, you would not have coal sent a longer distance than it is to Toronto from the Pennsylvania coal fields. In Boston, a sea-board city of the United States, the price of coal is \$6.50. In the inland city of Chicago the price is \$8.50. How do hon. gentlemen account for that? The cost of carrying to the city of Boston, and the cost of carrying to Chicago is the same. I have under my hand a periodical published in New York, called *Coal*, and if the hon. gentleman wishes to verify the statement, he will find that the cost of carriage to Chicago and to Boston is the same—\$2 in each case—yet the price of coal in Boston is \$6.50, while in Chicago it is \$8.50, showing that the price of coal is fixed by the coal dealers and by the amount of competition. In Chicago there is no competition with British or Nova Scotia coal, and the consequence is that the price is put up to just the highest point the coal dealers can place it; showing again, Sir, as I have stated, that this question of its being placed on the competitive, or the non-competitive position, affects the price of coal. My authority for the statement I have made as to the freight rate to Boston is the Boston *Herald's* commercial report, and a periodical published in New York called *Coal*, and dated the 25th of January. The receipts of Nova Scotia and English coal into Boston, in 1880, were 54,781 tons. In 1881, somewhat more; and a large proportion of the coal import in 1881 was from Nova Scotia, as Cape Breton coal owners endeavored to force it into that market at \$3.50 per ton. No coal was supplied to Chicago from others than the Pennsylvania coal fields. I think, under these circumstances, the House will have no difficulty in arriving at the conclusion that the several ports of Canada (and of Ontario especially) were, by reason of the duty imposed upon foreign coal, removed by the Pennsylvania coal owners from the list of non-competitive points to the list of competitive points. The proof of this is the fact that the Boston wholesale price, to dealers of anthracite, in 1881, was \$4.20, while the wholesale price in Toronto, of the same kind of coal, was, in 1881, \$4.20. The authority in this case is the