

abolition of the duty cost Ontario in ten years, six million dollars, while the federal revenue lost as much more. 'Oh', some may say 'free entry and higher prices was only a coincidence,' May be, but it is for the advocates of reciprocity to show that the dealers and American operators, did not stoop in the equivalent of the abrogated duty, and more.

The Toronto Globe considers it would be a grand arrangement that would give Nova Scotia and British Columbia coal free entry into the United States and 'permit us in Ontario to bring in soft coal from Pennsylvania without paying three millions a year in duties into the Dominion Treasury.' If free entry of U. S. coal might benefit Ontario; free entry of our coal to the U. S. would not benefit Nova Scotia one little bit. As soon as the American railways and mine operators became cognizant of the intention to send coal in, they would take effective measures to keep Nova Scotia out. The chief reason given why Nova Scotia should be able to make an in-road into the New England market, is that of nearness. That might count, all other things being equal, but as things are very unequal, it has no bearing on our ability to send coal thither. By rail and water the Virginia mines are distant from Boston, say 900 miles, and the Clearfield district via Philadelphia 732; and yet the Virginia coals, on account of the low cost of production, are keenly competing with those of Ohio and Pa. In the last six years while Ohio has an increased production of 8 per cent, Pa. of 9 per cent, West Virginia's increase is 29 per cent., and that proportional increase is likely to continue, as trade must be found for the new gigantic railway. According to the U. S. Geol. Survey's last report the value of Virginia coal at the mines was 99 cents, long ton; the rail freight was \$1.40, and the water freight say 50 cents, or say \$2.89 Boston. The cost at the N. S. mines is \$2.50 and putting the freight at 40 cents only there is a slight difference in favor of Virginia coals. Suppose the duty is removed we have to face a prejudice—or shall I rather say American practical patriotism—the equivalent of at least sixty cents per ton, of a toll. When Nova Scotia, in the ac-