

Compliments 65
W. Dennis
1897

IMPORTANCE OF THE CANADIAN COAL INDUSTRY.

BUT few people in Canada recognize the enormous importance of developing the coal industry and the value of the home product to the industrial life and prosperity of the Dominion. Coal is the basis of all manufacturing industry and the great source of national prosperity. Neither Great Britain nor the United States began to attain national pre-eminence until they developed their marvellous resources of coal and iron. What wind is to the sailing vessel—what electricity is to the motor—coal is to trade and commerce.

The consumption of coal in Canada increased from 3,063,000 during the first four years of Confederation, to 22,500,000 tons during the four year period of 1892-95. Our consumption in 1896 was in round figures 6,000,000 tons, worth say \$21,000,000 at the point of consumption. Of our total consumption of 88,000,000 tons since Confederation, about 47,000,000 tons were imported, for which we have sent, at least, \$175,500,000 in gold out of the country, of which about \$90,000,000 were paid to Pennsylvania, one state of a foreign country which scarcely buys a dollar's worth of our products.

Canadian coal areas on the Atlantic sea-board are of immense extent and of incalculable value; and to coal, more than to all other natural resources, do the people of the Maritime Provinces look forward with hope and confidence.

Our shore fisheries may fail—they have already dwindled down to insignificant proportions compared to what they once were; our great wooden ship-building industry is a thing of the past; our shipping, which once brought in an annual income of \$5,000,000, is no longer a coveted investment, and in a great many instances, is a cause of actual loss; our forests may disappear, and our lumber exports cease—but our coal fields, are practically inexhaustible.

"This great hidden wealth of our country instead of being jeopardized by legislation, and crippled by the most unscrupulous

foreign competition, demands fostering governmental care for its development, that it may be commensurate with the requirements of all the pursuits of our country,—agricultural, mechanical, manufacturing and commercial,—in the colossal proportions which this people must attain in every branch of human industry."

"We can indeed insist that no product of domestic industry presents so high a claim to legislative attention as that which is the mainspring, which, under the influence of modern invention, puts in motion all the machinery of our manufacturing establishments worked by steam; sends rushing along our railroads innumerable trains loaded with the products of agriculture and manufactures, and makes our steamships plough through the waters like a thing of life." We quote from a memorial of the coal owners of the United States to the senate of that country, in 1870.

NOT A THEORY BUT A CONDITION.

It is not a theory but a condition that confronts the coal industry. Let us see what the condition was at the end of each decade in 1875, 1885 and 1895. We take these periods for convenience and greater fairness of comparison, and to avoid what might be regarded as a partizan view, if a comparison was made with 1878, though that would place the case of the coal industry in a still stronger light.

Our chief want in 1875 was—

1. The development of a home market, and
2. The assurance of the supply of that market, which would place the industry on a sound footing, make it independent of the whims of foreign tariff makers, the fluctuations of foreign markets, and of the competition that we would have to encounter there.

At that time, 1875, of the 650,000 tons imported, 384,000 tons were imported by Ontario. That province always has been, and still is, dependent upon the United States for its coal, and there is no hope of its being supplied by Nova Scotia until the canals are deepened and a special class of colliers built at great expense for that navigation.

QUEBEC IS OUR NATURAL CANADIAN MARKET.

Next to Ontario, Quebec is the greatest consumer of coal of any province of the Dominion. It is our nearest and natural market. But, though its consumption in 1875 was 450,000 tons,

the bituminous portion of which should have been supplied entirely by Nova Scotia from the first year of Confederation, yet in 1875 the greater portion of it was imported from Scotland, Wales and the United States. That year, the price in Montreal was \$4.75 a ton, nearly half of which was for freight alone. Freights ruled high, and tonnage at Nova Scotia ports was scarce. The vessels engaged in freighting coal only averaged cargoes of 150 tons each. There was little or no return cargo, and shippers were glad to make any arrangements they could with steamers and sailing vessels—principally the latter. Freights fluctuated from \$1.50 to \$3.50, averaging \$2.12.

Full cargoes from Canada at high freights attracted large fleets of vessels to Saint Lawrence ports; and as comparatively little cargo was offering for Canada, these incoming vessels were glad to carry coal at much less than the current rates, frequently as ballast, but always at a rate below that from the Nova Scotia mines to Saint Lawrence ports.

In his report to the government of Nova Scotia, Inspector of Mines Poole, said:

"Salt and timber vessels was glad to carry coal at nominal rates as ballast. In the spring of 1876 coal was carried from Cardiff to Quebec, over 2,500 miles, at seven shillings, or \$1.68, while the contracts from Picou to Montreal, about 800 miles, were \$2.12—or 44 cents a ton more for one quarter the distance."

Consequently, in 1875, over half a million dollars' worth of Scotch and Welsh coal was landed at Montreal and Quebec under those unfair conditions. And what was true of Saint Lawrence ports was also true in a large degree of the lower provinces. Over 8,000 tons of Scotch and Welsh coal was imported into Nova Scotia (1,131) and New Brunswick (7,141) the same year.

A HOME MARKET FOR ONTARIO FLOUR, ETC., IN EXCHANGE FOR A HOME MARKET FOR NOVA SCOTIA COAL.

While Nova Scotia was thus suffering for a market for its coal, the great province of Ontario was also in equal need of an enlarged market for its flour. The people of the maritime provinces, composed so largely of fishermen, miners and lumbermen, are the greatest consumers of food stuffs in the world. Because of a local pestilence—the weevil—Nova Scotia ceased to supply

itself with bread stuffs a generation ago, and thereafter obtained the greater bulk of its supply from the United States. In a debate in parliament in 1876, N. L. McKay, the Liberal M. P. for Cape Breton, pointed out that during 1875, the maritime provinces had imported bread stuffs from the United States to the amount of \$2,153,000; and Hon. Peter Mitchell asserted that these provinces at the same time had also purchased 700,000 barrels of flour from Ontario. While the Ontario miller was shut out of the U. S. market by a high tariff on flour, the Nova Scotia miner was shut out by an equally high tariff on coal. Hence it came about that the condition of affairs both in Ontario and Nova Scotia, subsequently led to an understanding and an arrangement that in return for the market for their flour and manufactured products, Ontario would agree to the imposition of such a duty on coal as would ensure the Quebec and maritime markets to Nova Scotia. See speech of Hon. Edward Blake at Halifax, in 1881, hereafter referred to.

UPON THE GOOD FAITH OF THE BARGAIN THE TRADE REVIVED.

Upon the good faith of the permanency of this arrangement, new life was infused into the coal industry and business revived. The establishment of new industries created a largely increased demand, and by 1885, our sales to Quebec had more than doubled, while the price had been reduced from \$4.75 to \$3.40 and the supply of goods by the upper to the lower provinces increased with still greater strides.

The coal industry was rescued from the slough of despond into which it had sunk, and was beginning to get on its feet, and capitalists to whom Nova Scotia coal investments were previously a nightmare, were now willing to look favourably upon the further development of the industry and for the establishment of special lines of colliers.

A CHANGE THAT WAS DETRIMENTAL TO NOVA SCOTIA.

But in 1887 there came about a change in the terms of the arrangement. The great province of Ontario, as well as Nova Scotia, has vast deposits of iron which it was felt to be of the greatest importance to develop. Indeed, so strong was the feeling in Ontario, that Sir Oliver Mowat's patriotic government adopted the wise course, hitherto unfollowed by other provincial

governments, of offering special inducements, in the shape of bounties, for the development of iron mines, altogether aside of the efforts of the federal government, and as a consequence of these efforts to develop the iron mines, anthracite coal, which in 1886, contributed say \$500,000 to the revenue, on an importation of nearly 1,000,000 tons, was made free of duty, and though the duty on bituminous was increased from 50 to 60 cents per ton, still 15 cents less than was asked by the Nova Scotia miners, the duty on Ontario flour was increased from 50 to 75 cents a barrel, and high duties were also retained on everything that the upper provinces manufacture and which they sell in large quantities to the lower provinces. The result was that while the lower provinces were compelled by the tariff to buy ALL their flour, and most of the products that Ontario manufactured from that province, not a ton of Nova Scotia coal goes to Ontario west of Brockville.

THE GROWTH OF THE QUEBEC AND MARITIME MARKET.

In 1875, the total consumption of coal in Quebec was 450,000 tons, of which 238,000 tons were imported coals. Under the new conditions the home market began to develop, and when freed from the unfair competition of foreign coal brought in as ballast or at nominal freight rates, the Nova Scotia mines were able to supply the market. With the establishment of great coal consuming manufactories and with the extension of railways, there was a gratifying growth in consumption. The mine owners were equal to the occasion—and millions of new capital were invested in the industry. By 1895 great obstacles were overcome. The mines were thoroughly equipped with the best and most improved machinery, immense shipping piers were erected at the Cape Breton ports, a splendid fleet of turret steamers, with a great carrying capacity, was specially built for the trade, and costly apparatus erected in Montreal for the discharging and storing of the coal. This has enabled the Nova Scotia producer to gradually reduce his price, until to-day the Montreal consumer has cheaper coal than any other on the continent—outside of the coal regions.

DEVELOPMENT OF THE NOVA SCOTIA INDUSTRY.

The development of the Nova Scotia coal industry in 1875, 1885 and 1895, and the distribution of the product is shown in

the following summary statement, taken from the Nova Scotia blue book (for the calendar years, tons 2240 pounds):—

SOLD TO	1875.	1885.	1895.	Increase of '85 over '75.	Increase of '95 over '85.
Nova Scotia	214,065	493,050	638,041	278,985	139,991
Quebec.....	162,269	396,782	740,098	234,513	370,316
New Brunswick..	78,814	158,420	228,525	79,579	70,105
Newfoundland ..	55,696	86,216	81,492	30,520	4,907 dec.
P. E. Island	41,948	50,399	63,232	8,451	12,833
United States ..	138,335	64,515	73,097	73,820 dec.	8,582
West Indies	47,844	9,595	11,872	38,249 "	2,277
Other Countries..	9,229	2,673	.....	6,556 "	.....
Total	706,795	1,261,650	1,831,357	554,855	569,707

THE COMPETITION AS KEEN AS EVER.

But, notwithstanding all the efforts of the Canadian miners to hold the Saint Lawrence market and to supply it at the lowest possible living price, the competition of British and American coal is as keen and as determined to-day as ever it was, and that market has only been retained by us and can only be continued to us by the existing mutual arrangement. Indeed, the conditions which existed in 1875 exist to-day in a four-fold aggravated form. The tonnage seeking freights at Quebec and Montreal in 1895 was three times what it was 1875, and the willingness to bring coal at merely nominal rates is greater than ever. If freights were to materially advance we could scarcely hold the Saint Lawrence market with the present duty; if that duty were taken off, and freights increased, we should be driven out of our own home market.

The total receipts at Montreal in 1895 were as follows:—

Bituminous.....	635,000 tons.
Anthracite	225,000 "
Total.....	860,000 "

Of the bituminous, 80,000 tons, or one-eighth, came from Great Britain in spite of the duty of sixty cents a ton. There are several regular lines of steamers running to Montreal, besides a host of tramps, and the British and Norwegian timber fleets. The freight to the Saint Lawrence is a mere bagatelle. These vessels come to Canada for cargoes of grain, cattle, cheese and other dairy and farm products, timber, deals, etc.; and they

find it more profitable to bring out coal for nothing than to buy ballast at the other side and pay for disposing of it on this side.

Three years ago, J. W. Carmichael's steamer, "Micmac" landed Scotch coal at Montreal for 93 cents freight—17 cents less than the rate from Sydney.

LAST YEAR'S EXPERIENCE.

The price of British coal was unprecedentedly low. Owing to increased importations of manufactured products, and the consequent decreased consumption of coal in G. B., the producer forced his coal in foreign markets at the lowest living rate. The average profits on English coal is only $2\frac{1}{2}$ per cent. and the rate of wages is much below that of the Canadian miner. Hence low prices of English coal and low freights are fatal to the prosperity of the Canadian miner. Even now British coals are sent all the way to San Francisco—15,000 miles—in keen competition with the British Columbia product.

In 1896, coal sold at Clyde and Ayrshire ports for \$1.65 to \$1.80. The freight was nominal—60 to 80 cents. It was landed in bond at Montreal at \$2.40, and with duty added, sold at \$3.00. Nova Scotia coal sold at Montreal at \$2.60 to \$2.80—the lowest price in its history—a rate at which it would be utterly impossible to sell but for the unprecedentedly low freights and the reduced cost consequent upon the improved appliances for handling. Thus, the Montreal wholesale consumer paid less for his coal in 1896 than any other city on the continent—less than Boston, New York, or even Philadelphia, and 75 cents less than Toronto. So the Montreal consumer can have no complaint to make of the price and can have nothing to hope for in the shape of cheaper coal from abroad by the reduction of the duty. But an increase of freights would prove disastrous to the Nova Scotia miner, for while it would add to the price of the home product in the Montreal market, it would not increase freights from British ports—on the contrary, higher freights on outward cargoes would attract vessels to the Saint Lawrence in still greater numbers and thus still further increase the competition. The loss of the Saint Lawrence market would be a calamitous blow to the Nova Scotia mining industry. We should again be driven to the deplorable condition we were in between 1875 and 1880, with the result that while the home industry was crippled, if

not destroyed, the consumer would have to pay higher prices, for the reason that lessened output means increased cost of production, and increased cost means increased selling price: or the foreigner would keep his prices low until the home industry was paralyzed; and with the consumer at the mercy of a fitful market, with the fluctuations of foreign freights, with the unending contest between capital and labor, and with the foreign producer in control of the market, the Canadian consumer would have to pay whatever price was fixed upon by them for the control of the market—as is the experience with the American producers in Ontario now.

ATTACKED ON BOTH SIDES.

But while we should have to yield up a large portion of our St. Lawrence market to Scotch and Welsh coal on one side, we should also be open to attack from the American product on the other flank. Speaking of the receipts of Montreal last year (1895) Seward's Coal Trade says:—

During 1895 about 30,000 tons of slack coal were imported at Montreal from Great Britain in excess of the usual receipts.

“American bituminous and anthracite (which is admitted free) sold at lower rates and 12,000 tons of the former, even in competition with provincial coals.”

If this could be done in the face of a duty of 60 cents, what hope can Nova Scotia have of retaining the Montreal market under free coal in competition with the two greatest coal producing countries in the world?

THE SITUATION OF ONTARIO AS REGARDS COAL.

Owing to the great distances of the Canadian coal fields, under normal conditions there can be no hope of Nova Scotia supplying Ontario with coal until the Saint Lawrence canals are deepened to enable sea-going barges to pass through them, and until then that province must depend upon a foreign supply of fuel at the highest prices obtainable below the cost of transshipping Nova Scotia coal at Montreal.

WHAT THE MANUFACTURER WOULD SAVE BY FREE COAL.

And as regards manufactures, the duty on coal is a mere bagatelle, any way. In Massachusetts, according to the U. S. census, the cost of fuel is only $1\frac{1}{2}$ per cent. of the total cost in all manufactures. The percentage ought not to be any larger in Canada. And thus, if the manufacturer saved the whole of the sixty cents a ton duty, he would only save one-fourth of one and half per cent. on the total cost of his fuel.

The total value of bituminous coal imported into Canada in 1895 was less than three-quarters of one per cent of the manufactured products of the Dominion, according to the last census.

The total value of the dutiable coal imported into Ontario in 1895 was less than $1\frac{1}{2}$ per cent of the value of the manufactured products of that great manufacturing province in 1891. And if we apply the per centage to all Ontario's imports of coal, it is less than three-quarters of one per cent !

The amount of duty paid by Ontario on coal in 1895, was was only one-third of one per cent of the value of its manufactured products in 1891.

There is scarcely one manufacturer in the wide Dominion that would paralyse a great industry to effect this infinitesimal saving.

If we continue to collect revenue on coal, the Canadian consumer, who has nothing to complain of, will be no worse off than he is now; while the admission of coal free, will not only NOT benefit the consumer, but while disastrously affecting the Nova Scotia industry, will make Ontario forever dependent upon a foreign nation for ALL its fuel—the suicidal effect of which will only be fully realized in case of a period of non-intercourse between Canada and the United States.

THE ENORMOUS VALUE OF INTER-PROVINCIAL TRADE TO THE UPPER PROVINCES.

In exchange for the St. Lawrence market for their coal, the lower provinces have become enormous purchasers of everything the upper provinces produce and manufacture.

Twenty years ago, Robert Stark, of Toronto, testified before a parliamentary committee:—

“To-day, we have over 1400 flour mills in Ontario, and they are all looking to the maritime provinces for their trade.”

To-day these provinces furnish a market for over 1,000,000 barrels of Ontario flour. Of the entire consumption of the provinces in 1875, \$2,150,000 worth were imported from the United States. Last year, less than 7,000 barrels, valued at \$25,000, were of American production. Every nook and corner of these lower provinces is overrun by an army of 600 upper province travelers, and it is estimated that they sell five times more goods to the people of Nova Scotia, outside of Halifax, than does the metropolis of the province itself. Every town and village of the province is literally flooded with the manufactured products of the West.

In this matter of inter-provincial trade, the upper provinces have a tremendous advantage, for they not only entered the union with manufactures thoroughly established by a previous period of tariff assistance, but now, while our wholesalers are compelled by the tariff to buy their manufactured goods, they send their travelers through the province to compete with and generally undersell those of the provincial wholesale houses, which are subject to heavy local taxation, which their rivals entirely escape.

COAL PRACTICALLY THE ONLY PRODUCT WE SELL THE UPPER PROVINCES.

Coal is not only our chief export to the upper provinces, but practically the only thing that we sell them that gives us a distinct advantage. Under this mutual arrangement for inter-provincial trade, in the matter of coal, Montreal and tributary points have purchased some 10,000,000 tons, which, if obtained

from our English and American rivals, would have sent \$35,000,000 of clear cash out of the country. But, on the other hand, for every dollar's worth they have bought from us, we have purchased seven dollars worth from them, and in the item of the consumption of flour alone—flour which otherwise would have been obtained at Boston and New York—we have more than balanced the coal account. In 1895, 940,000 barrels of flour were carried over the Intercolonial railway, while 388,000 barrels were shipped from Montreal by water to the "lower ports," not to speak of the quantity of Canadian flour imported in bond via the United States. But it is not only food stuffs and manufactured products that we buy from the West. Our farmers no longer enjoy a monopoly of their own markets. Owing to cheap freights, they have to meet the competition of the surplus products of Ontario and Quebec. Our markets are flooded with the hay, oats, pork, beans, butter, lard, cheese, and even fresh beef, of the upper provinces. Large quantities of these things are brought down as return cargo by the fleet of St. Lawrence coal carriers. No class of people in the world consume so much per capita as the miners. They do not even grow the vegetables they eat. Like sailors and fishermen, the miners are the best customers of the farmer, and the consumption of the mining population per capita is three times as great as that of the rest of the people; and the great trade of these mining counties is very largely supplied by the upper provinces.

SEVEN TO ONE IN FAVOUR OF THE UPPER PROVINCES.

Let us examine for a moment the character, volume and value of this trade—what we sell to our western brethern and what we buy from them—and then we shall more clearly realize how thoroughly these lower provinces are being "milked" by our Western brethern, and why it is that, as the Toronto Mail once said, the maritime trade centres are "drying up."

But few of our own people realize the growth of this inter-provincial trade, of its tremendous value to the upper provinces, and of the fact that for nearly a generation these maritime provinces have been the greatest and best market for the surplus manufactures and products of the upper provinces. At the time of Confederation, as shown by the customs returns then available the lower provinces purchased from their upper

provinces brethren goods to the value of \$1,200,000 only, and the total volume of trade, imports and exports, between the western and maritime provinces was only \$1,500,000 in round figures. No official statistics of the interprovincial exchange of products have been kept since the union, but in 1877, Michael Dwyer, Halifax delegate to the Dominion board of trade, from special statistics furnished by Mr. Brydges, general manager of the I. C. R., of the freight carried over that road the first year it was opened for through traffic, showed that "the approximate value of the produce and manufactures of Ontario and Quebec distributed by the I. C. R. in 1877 was \$17,000,000—nearly three-fourths of which would be for manufactured goods."

In his report, Mr. Dwyer said :—

"In this connection it is believed that if a proper system was established to furnish statistics of interprovincial trade, it could be shown that the amount named is a low valuation, but as it is, it affords ample testimony of the impulse which the road (the I. C. R.) has given to this branch of commerce, and especially so when we reflect that the estimated value of the whole trade of all Canada with the maritime provinces (including Newfoundland) for the year previous to the opening of the I. C. R. was between \$10,000,000 and \$11,000,000, and for the year previous to Confederation, only \$1,517,116. But besides the I. C. R. new through route, there was also interprovincial communication from Halifax and Saint John to the upper provinces via Portland, Me., and the Grand Trunk railway, and many opportunities for the transshipment of goods by steam and sail from Montreal to Halifax, Saint John, P. E. I., and Cape Breton ports, the value of which there are at present no means of ascertaining. However, the comparison of the figures will afford some idea of the great change which has taken place in our trade relations within eleven years."

If that estimate of the value of the annual exchange of interprovincial products was correct at the end of the first decade of Confederation, it is certainly within the mark to say that with the additional means of intercommunication—the C. P. R. short line, the regular fleet of colliers in the Saint Lawrence, and the facilities for shipment in bond via the U. S. by regular steamship lines to Yarmouth, Halifax and Saint John, Charlottetown, Hawkesbury and other ports—rapid and regular lines of communication which have made Montreal and not Halifax and Saint John the commercial emporium of the provinces—the volume and value of this interprovincial traffic has increased

threefold during the twenty years that have elapsed since Mr. Dwyer made his report. In 1896 nearly one-half of the number of steamers and nearly one-third of the steam tonnage at the port of Montreal, were from the maritime ports. Look at the growth of this interprovincial tonnage for a series of years :

MARITIME PROVINCE TONNAGE AT MONTREAL.

Year.	No. steamers.	Tonnage.	Total No. vessels.	Total Tonnage.
1875.....				
1876....	87	47,199	214	75,924
1877....	72	39,277	160	64,575
1878....	42	21,812	165	50,526
1879....	62	40,686	220	88,380
1880....	88	62,688	236	113,450
1881....	104	80,040	212	99,378
1882....	163	136,000	260	160,000
1883....	191	165,000	263	180,000
1884....	161	124,400	210	133,700
1885....	142	117,436	217	133,550
1886....	175	150,784	275	157,481
1887....	224	194,028	276	208,882
1888....	213	195,598	256	203,952
1889....	184	174,076	240	179,183
1890....	252	235,722	295	329,606
1891....	272	261,702	305	266,751
1892....	289	275,040	331	280,958
1893....	333	324,188	368	326,934
1894....	349	362,945	379	368,107
1895....	256	296,256	291	300,060
1896....	265	305,976		

Indeed, seven years ago, George Johnson, the Dominion statistician, in a careful analysis placed the then value of the annual exchange of inter-provincial products at \$55,000,000—twenty-seven times the trade done in the year previous to confederation, and \$20,000,000 in excess of the (1889) foreign imports and exports of the three lower provinces. And during the past seven years it has certainly kept pace with the previous ratio of increase.

But the overwhelming proportion of this enormous trade is in favour of the upper provinces. We buy from them not only

the great bulk of our food stuffs, but almost all our manufactured products; and everything we buy from them is protected by duties running from 25 to 255 per cent., while on the one great product of Nova Scotia scarcely a revenue duty is collected. The articles produced and manufactured by the maritime provinces and sold in any quantity to the upper provinces, can be counted on the fingers of one's hand. They are:—

PRODUCTS OF THE MARITIME PROVINCES SOLD TO THE
UPPER PROVINCES.

	Per cent.
Bituminous coal, 60 cents per ton duty, say.....	23
Fish, salt and fresh, half cent per lb., equal.....	18
Condensed milk, say.....	45

MANUFACTURES OF BOTH UPPER AND LOWER PROVINCES
BUT A SURPLUS OF WHICH WE SEND WEST.

	Per cent.
Cottons.....	25
Sugar, refined (20 per cent. duty on raw)	32
Iron in pig and steel in blooms, and products of rolling mills, duty and bounty, say.....	50
Binder twine.....	12½
Rope.....	30

PRODUCTS AND MANUFACTURES OF ONTARIO AND QUEBEC, FOR
WHICH THE MARITIME PROVINCES ARE WHOLLY DEPENDENT
OR ARE VERY LARGE PURCHASERS THEREOF.

	Per cent.
Flour, per bbl., 75 cents, equivalent to.....	25
Cornmeal, per bbl., 40 cents.....	25
Rice, cleaned.....	80
Wheat and barley 15 cents per bushel.....	
Oats, per bushel, 10 cents.....	50
Indian Corn, per bushel, 15 cents.....	
Beef in barrels, per bbl., \$4, equal to.....	50 to 60
Pork in barrels, per bbl., \$4.....	50
Hams and Bacon, per lb., 2 cents.....	30
Beef, fresh, per lb., 3 cents, equal to.....	80 to 100
Pork, fresh, per lb., 3 cents, equal to.....	100
Butter, per lb., 4 cents.....	25
Lard, per lb., 3 cents.....	50
Salt, per 100 lbs., 5 to 7½ cents.....	
Kerosene Oil.....	150
Soaps.....	35
Starch.....	40

	Per cent.
Baking Powders.....	25
Tobaccoes.....	90
Whiskey.....	55
Ale and Beer.....	4
Alcohol (protection to Canadian distiller).....	255
Canned Fruits, 3 cents per lb., equal to.....	
Grapes.....	200
Peaches.....	100
Berries, per lb, 2 cents.....	
Hay, \$2 per ton.....	25

MANUFACTURES OF COTTONS, WOOLENS, ETC.

Clothing, ready-made.....	35 to 50
Woolen under-clothing.....	40 to 50
Woolen clothes.....	30 to 40
Cotton Dress goods.....	32½
Cottons, plain.....	22½ to 30
Linen goods.....	30
Blankets.....	40 to 55
Bed Quilts.....	35
Carpets.....	30 to 40
Corsets.....	40
Braces.....	35
Oil Cloth.....	30
Thread.....	25
Shirts, Collars and Ties.....	30 to 50
Hats and Caps.....	30
Felt cloth.....	35 to 40
Gloves.....	35
Silks.....	30
Umbrellas.....	32½
Rugs.....	25
Horse clothing.....	30

MANUFACTURES OF GLASS AND WARES.

Earthenware.....	30
Electric plated wares.....	30
Enameled iron wares.....	35
Flasks 5 cents a dozen and.....	30
Granite ware.....	35
Glass wares.....	30
Japan wares.....	35
Lamps.....	30
Lamp Chimneys.....	30
Lanterns.....	25
Window glass.....	30
Windows, stained glass.....	30
Sanitary pottery and drain pipes.....	30

MANUFACTURES OF IRON AND STEEL.

	Per cent.
Agricultural implements	20
Structural iron work for bridges	35
Builders hardware	32½
Cut nails, 75 cents a keg	
Wire nails, \$1 per keg	
Fire engines	30
Locomotives (not less than \$2,000 each)	30
Engines, boilers, etc.	27½
Forks for farm and garden \$2 per doz. and	20
Horse shoe nails	30
Rolling stock for railways	35
Screws, per lb. 6, 8 and 11 cents	60 to 80
Shelf hardware	22½ to 35
Cutlery	25 to 35
Springs and axles	30
Safes	30
Saws	27½
Sewing machines	30
Miner's picks	35
Workmen's tools	35
Sledges and crowbars	30

MANUFACTURES OF WOOD.

Carriages, Buggies, Wagons, etc	25 to 35
Baby Carriages	35
Clothes wringers, 25 cents each and	20
Furniture of all kinds	35
Desks	35
Mattresses	35
Sashes, doors, window frames, etc.	35
Picture frames and moulding	25
Pianos	35
Organs	30
Rattan goods	25
Billiard boards \$22 to \$40 each and	15

MANUFACTURES OF WIRE AND TIN.

Barbed wire for fencing	¾ cts per lb.
Wire Nails	\$1 per keg.
Spring Beds	35
Wire rope of iron and steel	25
Tinware	25

MANUFACTURES OF PAPER.

	Per cent.
Paper, white for newspapers	25
Stationery, etc	25
Books, blank	25 to 35
Books, printed	25
Bank notes, unsigned	35
Bonds, unsigned	35
Fancy goods of all kinds	35
Newspapers, patent insides	25
Paper bags and boxes	30 to 45
Roofing, felt and building paper	25
Wall papers and borders	50 to 70

MANUFACTURES OF LEATHER AND RUBBER.

Boots and Shoes	25
Belting	20
Hose, leather, rubber and cotton 5 cts. per lb. and	15
Rubber boots, etc.	35
Saddlery and harness, all kinds	30
Whips	50 cents a doz. and 30

MISCELLANEOUS MANUFACTURES.

Bicycles	30
Cement	equivalent to 53
Buttons, per gross	5 cents and 20
Cartridges	30
Carbon points, etc., per 1,000	\$2.50
Electric Light supplies	25
Clocks	25
Combs	35
Watch Cases, Jewelry, etc.	35
Engraving and Lithographing	25
Paints, etc	25
Telephones	25
Types	20

Half a dozen articles are the only ones worth mentioning that the lower provinces sell to the upper provinces, and of only three of them, viz. coal, iron, and fish, being native products, is the total value added to our wealth. Of coal, we sell 800,000 short tons, worth, f. o. b. at the mines, say \$1,200,000. Of fresh and salt fish, less than 10,000 tons were shipped over the Inter-colonial railway last year. Add the 836 tons shipped from Digby, via the C. P. R., there would be 10,800 tons from all Nova Scotia and Prince Edward Island, and add another 4,200

tons shipped over the C. P. R. from New Brunswick, a high estimate, in all 15,000 tons—total value say \$800,000.

In our manufactures of pig iron, steel and the products of the rolling mills at New Glasgow, Londonderry, and Saint John, the sugar refineries at Halifax, the rope works at Dartmouth, and the cotton mills at Halifax, Windsor, Moncton, St. John and Fredericton, we have to meet the keen competition of similar manufactures in the upper provinces—and in the case of iron, the Ontario product has the advantage of a provincial bounty.

In the articles of iron and steel, refined sugar cottons, rope and twine, and condensed milk, the census of 1891 gives the value of the Canadian product at \$33,400,000, the work of 15,000 men. Of this, the maritime product was \$8,550,000 the work of 4,200 men. But on the basis of population, the maritime consumption was \$5,650,000 leaving only \$2,900,000 to sell to the upper provinces. The items of production according to the census are :

PRODUCT.	ALL CANADA.	MARITIME PROVINCES.
Smelting works and rolling mills	\$ 6,240,170	\$2,024,390
Refined Sugar.....	17,127,000	3,244,000
Cottons	8,451,700	2,176,850
Rope and Twine.....	1,493,500	1,007,394
Condensed Milk	83,000	83,000
Total	\$33,395,370	\$8,535,240
Less Maritime consumption on the basis of population		5,650,000
Surplus to upper provinces, say		\$2,885,240

But, if it be said that the census figures are incorrect, and that our sales to the upper provinces are greater than the census would make it appear, after deducting our per centage of home consumption, let us for the sake of argument increase the value of our manufactured products sold to the upper provinces from \$2,885,000 to \$5,000,000 and add the \$2,000,000 worth of coal and fish, in all \$7,000,000, which appears to be the outside figure. But it must not be forgotten that large quantities of

the goods sold by the lower to the upper provinces are resold back to us either in their original form, as cottons, which are handled by the combine, or as manufactured products, such as—in the case of iron and steel,—agricultural implements, edged tools, carriage work, stoves, farming and mining tools, nails, spikes, safes, structural and bridge work, locomotives, bar iron, etc.—which latter enters into keen competition with our rolling mills. Though we now sell probably 50 per cent of the products of our sugar refineries west, this does not prevent the Montreal refineries from selling a very respectable quantity to northern New Brunswick, to P. E. Island and Cape Breton ports, carried by the gulf steamers, and even in Halifax itself. And in the matter of bindertwine and rope, the only articles manufactured in the provinces for which the greatest market is in the west, we have to encounter the prison competition of Dominion convicts, and it is said that every dollar's worth of binder twine made in the provinces last year was sold at a loss. While the \$2,500,000 obtained for the coal, iron and fish sold to the upper provinces was \$2,500,000 net profit added to the national wealth and sent into general circulation, of our \$8,500,000 manufactured products, we sent at least \$5,000,000 in gold to foreign countries for "raw materials" in the items of sugar, cotton and hemp alone.

WE PAY THEM TWICE AS MUCH FOR FLOUR AS THEY PAY US
FOR COAL.

Look for a moment at the tremendous volume and value of the goods we buy from the upper provinces and compare it with the insignificant amount we sell them and we shall realize at once both how unfair the conditions are to us and the overwhelming importance of this market to them. In the item of flour alone, we pay them \$3,500,000 to \$4,500,000 (according to markets), or just twice as much as they pay us for both coal and fish. But besides flour, we buy \$500,000 worth of mill feed stuffs a year, consisting of mill feed, oats, barley, peas, middlings, bran, feed flour, etc., etc.

Cornmeal is a great item of consumption of in these provinces. In 1895, we imported corn and corn meal to the value of \$275,000 on which we paid \$42,400 duty out of \$120,000 duty on an import of \$800,000 for all Canada. This

duty was levied for the sole benefit of three counties where corn is grown in Ontario—viz.: Norfolk, Essex and Elgin.

Our miners, fishermen, sailors and lumbermen are enormous consumers of cured beef and pork. At the tariff investigation at Montreal, Peter Lang, one of the packers who insisted upon a continuation of the present duties of 50 to 60 per cent, boasted that almost the entire Canadian market was now supplied by the home product; but were it not for the duties, we could buy American pork and beef \$4 a barrel cheaper than we pay now, and even under the duty, we imported last year \$154,000 worth of these meats and paid \$60,000 duty thereon.

AND ONE-FOURTH AS MUCH FOR FRESH MEAT AS THEY PAY
FOR COAL.

And in the item of fresh beef and pork, protected by a duty of 3 cents a pound, equal to from 80 to 100 per cent, the cities of Halifax and Saint John alone buy \$300,000 worth a year from the upper provinces. The capital cities of the greatest grazing countries in the world pay Ontario 25 per cent as much for fresh beef and pork as Ontario and Quebec pay us for coal.

For many years, the great bulk of the butter consumed in Halifax and other maritime cities came to us from the upper provinces. Local farmers could not compete against the cheap products of Ontario and Quebec, which flooded these markets. The establishment of maritime creameries, however, has enabled the home farmer to recapture a portion of the market. But large quantities of the western and Quebec product are still consumed in our principal towns and by our miners.

Montreal sells as many groceries to the provinces as do the wholesalers of Halifax and Saint John, and in the line of food stuffs alone, our purchases from the upper provinces are believed to equal in value our total sales to them of coal, iron, fish, sugar, cotton and cordage.

Against the \$1,200,000 they pay us for coal, we buy from them over \$1,000,000 worth of whiskey, tobacco and cigars, protected from 90 to 255 per cent, without the payment of excise duties, which would make it over \$2,000,000; and this does not include wines, and beer. Their competition has bankrupted our only distillery.

150 PER CENT. PROTECTION TO ONTARIO COAL OIL; AND
ONLY 23 PER CENT. FOR NOVA SCOTIA COAL.

Our consumption of coal oil—a local industry that the Toronto Globe says “must receive careful consideration, owing to the extraordinary conditions surrounding it”—is 70,000 barrels, of which 60,000 are imported American, upon which a duty of over 100 per cent. is levied. Last year, we paid \$135,000 duty on \$112,000 worth of oil, not including \$3,111 duty levied on packages. But if you add the additional protection given to the Ontario producers by the duty on the barrels, the additional compulsory railway freight,—the importation of oil in tank steamers being prohibited, thus compelling all American oil to be imported by rail, and the extra freight giving the Ontario oil men an additional 50 per cent. protection—and the inspection fee, we have to pay 160 to 170 per cent. for the sole benefit of the Ontario oil men. When the ministers visited Petrolea, the Globe stated that “630 men were employed in extracting the crude oil from the earth, that 8000 wells in active operation were producing 800,000 barrels of crude oil per annum, and that many times the 630 men employed in extracting the crude oil were employed in the five large refineries, and that millions of dollars were invested in the industry.” But the census for 1891 gives the value of the refined product at \$2,064,000, the work of 276 men, paid \$140,000 wages. If we double the number of men in the refineries and add them to the “630 men employed in extracting the crude oil from the earth,” then there are only one-sixth as many as are engaged in the Nova Scotia mines. And this industry has a protection of 150 to 170 per cent. compared with 23 per cent. for our great industry. Upon the maritime consumption of oil, the duty we pay on American and the consequent increased price on Canadian, is \$275,000 more than we should upon current American prices—or nearly one-third as much as all Canada pays as duty on coal.

Our purchases of ready made clothing, boots, shoes and rubbers (which are protected by duties ranging from 25 to 50 per cent.) aggregate \$2,000,000,—\$800,000 more than they pay us for coal, and \$200,000 more than the total value of our combined sales of coal and iron to them.

WE PAY THEM MORE FOR DRY GOODS THAN THEY PAY US FOR
COAL, IRON AND FISH.

There are 450,000 females in the lower provinces. Suppose we place their annual consumption of dry goods at the very low figure of \$12 per head, or say \$5,000,000. The combined wholesale dry goods business of Halifax and Saint John is less than \$2,500,000, and \$1,000,000 of that represents upper province manufactures. Thus, while our wholesale houses buy \$1,000,000 worth of their products (protected from 25 to 65 per cent.) the army of Montreal and Toronto drummers overrunning the provinces not only compete with maritime wholesale houses in these very lines of goods represented in that \$1,000,000, but they also take 50 per cent. of the general dry goods trade. In other words, we pay them \$3,500,000 a year for dry goods alone, or three-quarters of a million dollars more than our combined sales of coal, iron and fish, to them.

During the past ten years, there has been an average annual sale of 1,000 pianos and 1200 organs, valued at \$450,000, of which 95 per cent. were from the upper province. Five thousand sewing machines are annually sold in the maritime provinces, valued at \$275,000; add for upper province bicycles, \$275,000—a low estimate—or a total of \$1,000,000 for these three items of luxury, as compared with the \$1,200,000 they pay us for the motive power of Canadian industrial life. During the past decade we have paid Ontario and Quebec at least \$7,000,000 for pianos and organs and sewing machines, (protected from 35 to 45 per cent), and even now, not half the dwellings of these provinces are supplied, while in the enormously growing trade in bicycles, the upper provinces now monopolize the maritime trade.

In the last two decades, we have paid Ontario manufacturers \$2,500,000 for railway rolling stock,—locomotives and cars.

We buy all our glassware, earthenware, enamelware, Japan ware, electro-plated ware, etc., from the upper provinces.

All our paper for newspapers and other printing, books, stationery, etc., etc. to the extent of \$500,000 a year, and most of our manufactures of wire and tin, not to speak of the 1,001 manufactures of iron and steel, the value of which, owing to its great volume and multitudinous character, it is hard to estimate,

and which is protected all the way from 22½ to 80 per cent. But one suggestive item is \$200,000 for agricultural implements, vehicles and sleighs.

For furniture, house-furnishings and woodenware, sashes, doors, etc., with a protection of 35 per cent., we pay the upper provinces as much as they pay us for coal. Upper province competition has crushed out three out of four of all the furniture factories in the lower provinces.

In his evidence before the tariff commission, James Hay, Toronto, said :—

“Years ago the people of the maritime provinces got their goods (furniture) from Boston. To-day they are largely supplied from different parts of Canada.”

And even in drugs and druggists supplies, out of a volume of business of \$750,000 in these provinces, \$400,000 is done with Montreal.

In the item of life insurance, the lower provinces pay not far from \$550,000 in premiums to Western Canadian companies, while the amount returned in death claims and endowments is only about \$175,000 a year, or a net annual drain of \$375,000.

While the upper provinces have protection on all their products which we are compelled to buy from them, running from 22½ to 25½ per cent., and averaging not less than 40 per cent., the protection on the one great product of Nova Scotia which we sell west in any quantity and the sustaining and development of which is so vital to our prosperity is, 23 per cent !

FROM THE WORKING MAN'S POINT OF VIEW.

After eight years of national life, the total consumption of coal in all Canada in 1875 was only 1,350,000 tons, or just what the production of Nova Scotia was two years previously. Driven out of the New England market by the development of the United States mines following the close of the war, and the establishment of new lines of transportation, and by the combination of mines and railways to make a slaughter market of New England, under which coal was sold there at 30 to 75 cents a ton cheaper than in the centre of production: and by the high tariff consequent upon the abrogation of the Reciprocity Treaty in 1866, and the general relapse following the great boom of 1873,—we had but a very limited home market and two-thirds of that was supplied by foreign fuel: consequently, our great mining industry became paralyzed and a state of destitution and distress ensued never before or since known in the history of the country. How critical was the condition of our position is best told in the official reports of the Nova Scotia government and the evidence of experts given before the Royal Commission appointed by the parliament of Canada to enquire into the condition of the industry.

OFFICIAL STATEMENT OF ITS POSITION IN 1875.

In 1875, Henry S. Poole, then government inspector of mines, officially reported that—

“The mines were kept open at a loss, that prices were ruinously low and that it was impossible to continue operations.” Mr. Poole further reported that—

“Though the number of employees in and about the mines had decreased by over 500 from the year previous, in only 136 of the 300 working days of the year had the mines been worked, and that the number of day's work had decreased 173,893, involving a loss in wages alone of over \$200,000 from the previous year.

“The continual decline in the production of Nova Scotia coal has been a source of much suffering to the mining population.” is another sentence from Mr. Poole's report to the government in 1875, almost at the beginning of the depression.

STARVATION OR EMIGRATION.

Before the parliamentary commission appointed to investigate the condition of the coal trade and report upon the petition for a duty, J. R. Lithgow testified that—

“For eleven years previous to 1877 (and including the boom year of 1873) the dividends of the Little Glace Bay coal

"company had not averaged two per cent. on a capital of \$600,000."

As an instance of the frightful shrinkage of coal securities it may be mentioned that \$80,000 of the stock of the company which during the American civil war period paid 25 per cent. dividend, was actually sold at one-fifth of its par value.

In his evidence before the parliamentary committee, F. W. Henshaw, of Montreal, testified that—

"The question before the Canadian parliament is one of life or death to the coal mining interests, and starvation or emigration to over 20,000 hardy inhabitants of the soil."

John Rutherford, manager of the Old Sydney mines, an English company with \$1,000,000 capital, testified that—

"The 600 hands employed in that colliery were only working half time and that no dividend had been paid for five years."

The condition of affairs went from bad to worse. In Cape Breton where the season of navigation is only seven months, and "full time" only means seven months' work out of twelve, in 1875, '76, '77 and 1878, the men did not get work three months out of the twelve, and the condition of the mining counties was deplorable. One-half of the collieries were closed; the other half were practically bankrupt, and all coal securities had shrunk to one-third their value. The harbors were deserted by shipping, trade was paralyzed, the wheels of industry were at a standstill, and Nova Scotia's commerce was shaken to its foundation.

The prices of the necessities of life were high. Flour sold in the mining districts as high as \$9 and \$10 a barrel, and grim want stalked through the coal counties. Distress prevailed in one-fourth of the province, and the rest, of course, was prejudicially affected. The destitution of the miners and their families was appalling. They had shelter and plenty of fuel, of course, but little or no work, and consequently little or no food. They became hopelessly involved in debt to local traders for the necessities of life; and the local trader, unable to pay for these supplies, mostly obtained from Montreal and the upper provinces, was forced into bankruptcy.

GOVERNMENT RELIEF SAVED THEM FROM STARVATION.

Then the destitution became so great that in Cape Breton especially, Government and private relief alone saved the discouraged miners, their hopeless wives and helpless little children, who had long suffered the pangs of hunger, from actual starvation. This heart-rending state of affairs was the direct result of the want of a market. It was not because of low prices but because our coal was crowded out of our own market by

foreign competition under unfair conditions. Thus the Caledonia mine, which last year had an output of nearly 200,000 tons, only mined 10,000 tons in 1875 or one-fifth its capacity. This mine has shipped nearly as much coal in any ten working days during the past three or four years as it did during the whole years of 1876, 1877, 1878, or 1879. Up to 1875, \$12,000,000 to \$15,000,000 had been invested in the industry, equal to the production of 2,000,000 tons a year; yet the mines were only worked to one-third their capacity. And, during this disastrous period, not only were the men unable to obtain work, but when they did work, it was at the lowest wages ever received; and it is a striking fact that while there was such a decrease in production and consequent depression and suffering among Canadian miners, the English and American production was increasing. Like the production of all great staples, it is a characteristic of the coal industry that the smaller the production the greater the cost; the greater the production the lower the price.

AN ENLARGED MARKET MEANS CHEAPER COAL.

In his evidence before the Parliamentary committee before referred to, Mr. Lithgow of the Little Glace Bay mines, testified that a production of 60,000 tons at \$1.50 would pay a four per cent dividend on \$600,000, whereas, a production of only 30,000 tons would make a difference of 20 cents a ton to the company. Mr. Henshaw testified that 100,000 tons could be produced at 30 to 40 per cent. less than 50,000 tons. There are certain fixed charges in connection with the collieries that must be maintained—management, clerical staff, mechanical staff, timbering, ventilating and keeping the pits free from water, operation of rolling stock and keeping the roadways, wharves, etc. in repair, whether the output is 10,000 or 100,000 tons; so that the cost of the greater production is solely for labor.

STATEMENT OF NUMBERS AND CLASSES OF EMPLOYEES AT THE NOVA SCOTIA COAL MINES IN 1895.

	Under Ground.	Above Ground.	Construction.	Total.
Skilled workmen ..	2,408	1,345	44	3,057
Laborers	1,168	84	44	2,036
Boys	536	163	1	700
Total	4,111	1,592	89	5,793
Days Labor	951,599	436,383	20,486	1,408,568

EIGHT-TENTHS OF ITS COST IS FOR LABOR.

The mining and transportation of coal involves the expenditure of more money for labor than does any other product of Canada. Eight-tenths of the cost of coal laid down in any of the great centres of consumption is for labor, therefore the development of this industry in Canada is of the deepest interest to working men. The mining of a ton of coal and its delivery to the consumer involves among other things:—

1. Employment in timbering the mine as the levels are advanced and pumping water as the mines deepen—a serious expense—and this timbering furnishes a ready cash market to farmers for an otherwise unmarketable article.
2. Cutting the coal.
3. Hauling it to the surface.
4. Handling it at the pit's mouth.
5. Railroading it to the shipping pier and loading on vessels and steamers.
6. Trimming cargo.
7. The transportation and consequent pilotage and harbor expenditure.
8. Discharging at the terminus and perhaps trans-shipment or storage.
9. Delivery to consumers.

COAL IS "A MANUFACTURED PRODUCT."

It is not only the labor thus directly employed that furnishes direct means of existence to 6,000 men and boys in Nova Scotia mines—not to count the men engaged in the transportation of coal—representing a population of 30,000, but the indirect labor employed affects the property of 100,000 of our people.

To the great population thus depending upon the existence and prosperity of this industry, coal is a "manufactured product" just as flour is the manufactured product of the farmer and miller.

Coal is a finished product, ready for use—manufactured by means of pick, powder, shovel, screens, hauled through the mines, hoisted and shipped by means of ropes, powerful engines, locomotives, cars, olive oil, rubber, packing and one hundred and one articles that pay 25 to 50 per cent duty.

It is a far more expensively "manufactured" article than lumber, or castings, or woodenware, or leather, or coal oil, or cement, or whiskey, or flour, or cured meats, or preserved fish, or any of the scores of articles that contribute duties ranging from 30 to 255 per cent.

Any other line of manufactures may last for years or generations, but coal, like bread stuffs, goes into immediate and continual consumption, and is entirely destroyed in using ; but, unlike bread stuffs, it does not grow with the season—it cannot be cultivated like a crop of grain—it cannot be planted in the seed and yield an annual crop, nor is its production subject to climatic changes : therefore, its possession, and possession in abundance is of the greatest possible—of paramount—importance to a nation.

Suppose the magnificent coal fields of Cape Breton and Nova Scotia had been planted in the heart of Ontario, who could estimate their value to that great province ? Or if they were located in the centre of the New England states, who could over estimate their importance to our friends across the border ?

But Providence in His wisdom created these inexhaustible supplies of fuel on the Atlantic seaboard of Canada, the mining of which is surrounded with disadvantages as compared with the production of fuel elsewhere—great distances away from the chief centres of consumption, but at the same time on the highway of ocean commerce ; and while enabling us to easily supply the fleets that plough the ocean between the old world and the new, should they desire to take advantage of the opportunity, the task of supplying the home market is a difficult one. To dig these black diamonds from the bowels of the earth and dispose of them at a profit, meant the grappling with and the triumph over many difficulties.

LABOR IN THE COAL MINES COMPARED WITH THAT IN OTHER INDUSTRIES.

The importance of the coal mining industry to labor cannot be over-estimated. Coal is the one great mineral industry of the province. Its development is absolutely vital to our prosperity. Nova Scotia's 6,000 coal miners are 6,000 Canadian wealth creators. There are twice as many men employed in the coal mines of Nova Scotia as there are in the ten leading manufacturing industries of the province, viz : smelting works and rolling mills, machine and boiler shops, cotton factories, sugar refineries, rope works, soap and spice mills, furniture factories, woollen mills, foundries, and boot and shoe factories ; and one-fourth as many as are employed—according to the last census—in all the manufacturing industries of Nova Scotia put together ; and the miners earn twenty-seven per cent as much wages as the 33,000 men and women employed in all the manufacturing industries in this province.

There is within \$350,000 as much money paid for wages to the colliery employees of Nova Scotia for the production of \$3,500,000 worth of coal, as is paid to all the employes of the

2,500 flour mills in the Dominion for the manufacture of \$52,000,000 worth of flour, with its 25 per cent protection.

Or within \$500,000 of as much as is paid to the 29,700 employees of the 5,490 fish curing, fish canning and meat curing establishments in Canada, with a product of \$15,125,000, and a protection of from 18 to 60 per cent.

Or three-fourths as much as is paid to the 7,500 employees of the 946 coal oil refineries, sugar refineries, rope works, soap works and tanneries of Canada, with a product of \$34,343,000 and a protection running from 20 to 150 per cent.

Or within 20 per cent of as much as to all the employees of all the tobacco factories, breweries, distilleries, paper mills and rubber factories with a product of \$14,800,000 and a protection running from 25 to 225 per cent.

Or two-thirds as much as the 9,000 employees of the 3,378 cheese factories, planing and moulding mills and tinsmithing establishments in Canada, with a product of \$20,000,000.

Within 20 per cent of as much as was paid to the employees of all the engine building, iron and steel bridge works, rolling mills and smelting works in Canada, with a product of \$8,500,000 and a protection of 30 to 50 per cent.

Nearly half as much as to the 14,160 employees of the cotton and woollen mills of Canada, with a product of \$17,000,000 and a protection of 25 to 50 per cent.

Within 20 per cent of as much as was paid to the 17,000 employees of the 7,000 dressmaking and millinery establishments of the Dominion, with a product of \$11,111,000.

Nearly as much as was paid to the employees engaged in the manufacture of \$10,000,000 worth of railway rolling stock in Canada.

One-sixth as much as the wages paid to 51,000 employees of 5,600 sawmills of Canada with a product of \$51,000,000

45 per cent of the sum paid to the 18,000 employees of the 5,400 boot and shoe factories and shops in the Dominion, with a product of \$19,000,000.

Two-fifths as much as was paid to the 23,000 employees of the 4,000 tailoring and clothing manufacturing establishments in Canada with a product of \$22,600,000.

ANY REDUCTION MUST BE AT THE EXPENSE OF LABOR.

The fixed charges of the companies—which are very large because of the enormous sums of money invested in the equipment of the mines with the most expensive modern machinery, the construction and equipment of railways, immense shipping piers, discharging apparatus, etc.—must be met; the cost of transportation, with its heavy pilotage taxes, harbour dues, etc.,

must be covered; the royalty tax to the provincial government of 10 and 12½ cents a ton is a first lien on the product; and the struggle to hold even a portion of the home market, should the unscrupulous ballast freighted foreign competition involve still lower prices, must be entirely at the expense of labor. Therefore, to the 6,000 miners and their 25,000 wives and children and dependents, the question is not so much one of protection as it is one of SELF-PRESERVATION. In 1875 the average wage of the Nova Scotian coal miner was \$1.25 a day, with work only two and three days a week; in 1895 his average wage was \$1.75 a day, with work six days a week during the season.

The "manufactured product" of the 6,000 miners has in the past received a lower "protection"—if we may use such a misnomer—than the product of any of his fellow-laborers. While the coal oil of Ontario, which the *Toronto Globe* still insists "must receive the most careful consideration, owing to the extraordinary conditions surrounding it," has been given a protection of 150 per cent., the coal of Nova Scotia has only had a protection of less than one-sixth of that afforded to coal oil. While the average of all dutiable imports in 1895 was 35 per cent., the duty on bituminous coal was only 23 per cent; while the average duty on all Canadian imports—dutiable and free—was 17 per cent., the average duty on all coal and coke imported was only 11 per cent. This was not protection. It was not equivalent to the increased cost of production in Canada over the cheap negro and Italian labour of the United States or of that of Great Britain. It was not even a revenue duty. It was 6 per cent below the average duty on all imports, and this notwithstanding the fact that the Nova Scotia miner stands side by side with the sailor and the fisherman in being the greatest consumer per capita in the country; that their consumption per capita is twice or three times as great as that of any other classes of the population; and that duties ranging from 25 to 150 per cent. are levied on everything these people eat and wear. But while everything entering into the production of shipping and the fisheries is admitted duty free, or subject to a rebate, on everything necessary for the production of coal duties are levied ranging from 25 to 50 per cent! But notwithstanding this great injustice the Canadian miner is not protesting. All he asks is that there shall be no lowering of the already less than revenue duty by which his home market would be taken from him and given to foreigners. To-day he is better fed, better clothed and better housed than any other miner in the world, and he deserves to be, because of his intelligence, his skill and industry; and what we plead for is that he shall not be driven back to that "unfortunate position" and that "desperate struggle for existence" described by Mr. Blake in his speech at Halifax in 1881. "If," as the *Toronto Globe* says, with regard

to the duty on coal oil, "there can be no question as to the wisdom of sustaining the industry which represents the development of Canada's natural resources, and it will be a question for consideration what margin as protection is necessary, and whether the burden now borne by the consumer (viz, 100 per cent. in Ontario and 150 to 160 in the maritime provinces, owing to the prohibition of the importation of American oil in tank steamers, thereby adding 50 per cent. to its cost for compulsory railroad transportation) can be materially lessened without doing injustice to an interest in which men "have invested millions of dollars,"—if that line of reasoning is to be applied to the coal oil industry of Ontario, employing 1,000 men at most, with an annual product of \$2,000,000, and the extraction of which from the bowels of the earth is a natural process, that is, natural flow, whereas coal has to be delved for and dug out and hauled to the surface at great labor—shall it not be applied to the great natural resource of the Eastern provinces in equal measure—our great natural industry in which \$20,000,000 has been invested, which for twenty years has not paid 1 per cent. on that investment, which furnishes a livelihood to 6000 workmen, representing a population of 30,000, and the transportation of which involves an expenditure for freight alone equal to the entire value of the Ontario coal oil product!

Every 10,000 tons of Canadian coal displaced in the home market will decrease the provincial revenue \$1,250, will take away a month's living for 250 employees of the home mines and their families—and give it to foreign miners; will decrease our railway and water borne freights to that extent, and give it to foreign carriers; will send \$25,000 in gold out of the country which would otherwise circulate entirely in the Dominion and would be seriously felt by the mining companies—but most of all by the working men and their families.

THE ENORMOUS IMPORTANCE OF THE COAL CARRYING TRADE.

The transportation of the coal involves the expenditure of almost as much money as the original cost of the product, and gives employment to a great number of men on the shipping piers, the railroads, the vessels, the points of discharging, etc. Of Nova Scotia's total product of 2,300,000 tons, 1,500,000 tons are water borne, giving constant employment to a fleet of steamers and sailing crafts, while 500,000 tons are carried over the railways. The expenditure for freights aggregates at least \$2,000,000, not to speak of the hundreds of thousands of dollars paid for storage, and delivery to the consumer. The transportation of coal is one of the largest items of revenue to the Intercolonial railway. Of the 6,500,000 tons carried on that road since it opened for through traffic in 1877, 1,800,000 tons of 2240 pounds were carried to the upper provinces. One company alone, the Acadia, pays that road \$75,000 for local freight, and the Springhill Mines have paid \$3,300,000 to the Intercolonial for freight since 1883. The development of the coal traffic on the I. C. R. is shown by the following official report of the tonnage carried during the fiscal years :

Year.	To the West.	Local Stations.	Totals
1877 .....	.....	103,420	103 420
1878 .....	.....	97,043	97,043
1879	300	112,232	112,532
1880	1,097	135,369	136,436
1881	10,124	174,483	184,607
1882	29,794	218,364	248 158
1883	35,043	227,380	262,423
1884	41,548	252,014	293,562
1885	135,213	213,791	349,004
1886	192,320	215,272	407,592
1887	220,407	233,178	453 585
1888	219,932	309,727	529,659
1889	187,949	338,583	526,487
1890	189,579	366,967	536,545
1891	153,209	344,829	498,038
1892	41,365	392,441	433,806
1893	140,643	402,653	543,296
1894	110,301	367 390	478,691
1895	74,947	310,253	385,200
	1,783,771	4,815,389	6,580,085

Not including the coal railroaded over the Sydney and Louisburg, and the Springhill and Parrsboro roads, the transportation over the I. C. R. alone demanded 1,600 trains and the employment of their crews.

CHEAP COAL DEPENDS LARGELY UPON CHEAP TRANSPORTATION.

Previous to 1880, our shipments were principally made in sailing vessels, or tramp steamers, poorly equipped for the business; freights fluctuated from \$1.50 to \$3.50 a ton, and the supply of vessels was governed by the freights. Hence the high and fluctuating prices of coal. Regular lines of colliers were unknown in Canada and there was no steady demand for our coal to justify the building or the regular employment of such vessels. But when the tariff gave the home product a preference, in order to supply the demand and fill contracts, modern steam colliers were employed, and the fleet was steadily increased until now 30 to 40 large steamers are solely employed in the St. Lawrence coal trade. In 1882 one Cape Breton company chartered three steamers carrying 1,500 tons each, at \$1.50 a ton freight. These three steamers only made seven trips each between Montreal and Sydney. Now, specially built turret steamers with a carrying capacity of 3,000 to 4,000 tons form a large portion of the fleet. These boats, built at a very large expense, not only carry double the quantity of coal, but make twice as many trips during the season.

These two very important factors, together with return freights of upper province flour and other food stuffs, hay, oats, etc., of which very large quantities are carried, together with upper province manufactures, which have a practical monopoly in the mining counties, combined with the duty of 60 cents a ton, enables the Canadian miner to hold the home market and supply Montreal consumers with coal at as low a price as is enjoyed by the consumer of any other great centre of consumption on either the Atlantic or Pacific seaboard.

In 1882 to load a vessel at the rate of 500 tons a day was considered good work. Now, 1500 tons is an every day event and 2000 tons is not unusual. The tonnage of the Cape Breton shipping ports has nearly doubled in the last ten years, while there has been a proportionate increase at other coal shipping ports, and notably at Parrsboro' and the Joggins. How great the increase in tonnage in Cape Breton has been will be seen from the following comparative statement. It should be remembered that navigation is only open seven months in the year at Cape Breton ports. The tonnage at the outports of Glace Bay and Port M'orien in 1895 were credited to Sydney in 1885:

TONNAGE AT CAPE BRETON COAL PORTS.

1885.

	FROM SEA.			COASTWISE.		
	No.	Tons.	Men.	No.	Tons.	Men.
Sydney	354	102,722	3,008	1,037	214,148	8,279
North Sydney ..	535	117,394	4,284	746	126,920	6,154
Glace Bay .....	.....	.....	.....	.....	.....	.....
Port Morien .....	.....	.....	.....	.....	.....	.....
Total, 1885	389	220,116	7,292	1,783	341,068	14,433

Total Foreign and Coastwise, 1885.

Sydney	1,391	316,870	11,287
North Sydney	1,281	244,314	10,438
Glace Bay .....	.....	.....	.....
Port Morien .....	.....	.....	.....
	2,672	561,184	21,725

1895.

	FROM SEA.			COASTWISE		
	No.	Tons.	Men.	No.	Tons.	Men.
Sydney	237	117,162	3,026	1,003	229,575	8,999
North Sydney ..	454	111,436	4,137	1,565	256,814	17,081
Glace Bay	37	15,799	491	446	110,914	3,155
Port Morien	57	18,949	745	296	46,978	1,939
Total, 1895	785	263,346	8,399	3,310	644,281	31,174
" 1885	889	220,116	7,292	1,783	341,068	14,483
Increase, 1895 .....	.....	43,230	1,107	1,527	303,213	16,741

Total Foreign and Coastwise, 1895.

Sydney	1,240	346,737	12,205
North Sydney	2,019	368,250	21,218
Glace Bay	483	126,713	3,646
Port Morien	353	65,927	2,684
Total, 1895	4,095	907,627	39,573
" 1885	2,672	561,184	21,725
Increase, 1895 over 1885	1,423	346,443	17,848

COAL SHIPMENTS FROM SYDNEY HARBOR.

The following is a statement of the coal shipments from Sydney harbor since 1867 in tons of 2,240 lbs :—

Year.	Tons.	Year.	Tons.
1867.....	100,042	1882.....	310,987
1868.....	101,347	1883.....	334,908
1869.....	100,638	1884.....	312,140
1870.....	116,250	1885.....	316,458
1871.....	122,946	1886.....	368,823
1872.....	172,230	1887.....	497,565
1873.....	253,402	1888.....	430,333
1874.....	171,813	1889.....	467,555
1875.....	179,047	1890.....	506,688
1876.....	111,093	1891.....	572,109
1877.....	119,862	1892.....	584,538
1878.....	138,608	1893.....	657,000
1879.....	147,051	1894.....	800,733
1880.....	167,288	1895.....	937,716
1881.....	278,204	1896.....	1 250,000

THE FLEET OF STEAMERS BETWEEN MARITIME COAL PORTS
AND THE ST. LAWRENCE.

Formerly, sailing vessels were employed carrying coal from the maritime ports up the St. Lawrence ; and the tramp steamers employed were less than 1500 tons capacity. Now the trade is monopolized by steamers specially designed to carry large cargoes. In 1894 forty-nine steamers, eighteen sailing vessels, and two barges, were employed in the St. Lawrence-Maritime trade, when, (according to the Canadian Manual), \$369,688 was distributed for labor in transportation, trimming cargo, handling, etc., and \$55,556 for wharfage, and \$55,333 for pilotage, in all a total for these three items of \$480,607. The following is a statement of the number and tonnage of steamers carrying coal from the maritime ports to Montreal (and does not include the number discharging their cargoes at Quebec, Sorel and Three Rivers) and the quantity of maritime coal in tons of 2,240 lbs. delivered at all the St. Lawrence ports :—

YEAR.	TO MONTREAL ONLY.		Quantity of Coal carried to all St. Lawrence ports.—tons 2240 lbs.
	No. Steamers.	Registered Tonnage.	
1876	87	47,199	117,302
1877	72	39,277	95,111
1878	42	21,872	83,709
1879	62	40,686	153,818
1880	88	62,688	237,934
1881	104	90,040	258,503
1882	168	136,036	353,000
1883	191	164,982	420,000
1884	161	124,377	355,000
1885	142	117,436	360,000
1886	175	150,784	377,500
1887	224	194,028	482,103
1888	213	195,598	517,559
1889	184	174,076	467,525
1890	252	235,722	543,656
1891	272	260,702	602,325
1892	289	275,040	626,087
1893	333	324,188	737,891
1894	349	362,945	796,282
1895	256	296,256	637,519
1896	265	305,976	706,457
1896 over '86.....	90	155,192	328,957
1896 over '76.....	178	258,777	589,155

To the shipments of coal by water should be added the 1,850,000 tons sent to points west of Levis by the Intercolonial railway.

Of the 640 steamers of 1,069,386 tons arriving at the port of Montreal in 1895, 256 of 296,256 tons were from the Maritime coal ports. The proportion was larger in 1896. In other words nearly half the whole number of steamers and one-third the steam tonnage arriving at the great port of Montreal during a year are from the Nova Scotia and Cape Breton coal ports.

\$550,000 A YEAR SPENT IN DISBURSEMENTS ON THE ST.
LAWRENCE FLEET.

The continual employment of this fleet of steamers places a very large sum of money in circulation for labor, in trimming cargo, discharging, and handling; in provisioning the crews, for

ships stores and for pilotage and harbor dues and wharfage. It is estimated that \$1,000 to \$1,250 is spent for wages, provisions, stores, etc., on each trip of a steamer at Montreal and Quebec, and on the 360 trips in 1896, carrying 700,000 tons to Saint Lawrence ports, this would aggregate \$350,000 to \$437,500; while about \$500 is expended each trip at the maritime ports, or say \$175,000—in all \$550,000 in round figures per annum and \$10,000,000 in the two decades circulated for running expenses among the merchants, sailors, laborers, etc., on this Saint Lawrence trade alone. Besides this, there are the disbursements on the regular steamers running to Halifax and other points

THE PILOTAGE TAX.

The pilotage and other charges in the Saint Lawrence and Cape Breton is a very serious tax to the Canadian miner and adds an average of ten cents a ton to the cost of the coal delivered in Montreal. Since 1876 this tax has aggregated \$900,000. This tax would not be paid on coal imported from Great Britain, in as much as all coal coming across the Atlantic is brought out in subsidized lines regularly running to Montreal, tramp steamers seeking freights, or the Norwegian timber fleet—all of which come out for cargo, and pay the pilotage anyway. Thus every 10,000 tons of Cape Breton coal displaced in the Saint Lawrence market, is a direct loss of \$1,000 revenue to the Quebec and Montreal harbor commissioners and pilots, as well as of \$1,250 to the Provincial revenue of Nova Scotia—a loss of \$2,250 to these two interests alone—and a loss that cannot in any way be made up by the importation of foreign coals at whatever figure imported.

The *marine* expenses of a collier of 3,600 tons capacity *on each trip*, exclusive of wages, provisions, stores, etc., is as follows:

Bunker coal.....	\$300
Trimming cargo.....	144
Sundry small charges.....	15
Sydney pilotage.....	58
St. Lawrence pilotage.....	225

Total.....\$742

The extent of this pilotage tax will be more fully realized from the approximate statement of amounts paid during the past two decades, on the maritime coal shipped up the St. Lawrence.

PROVINCIAL REVENUE DEPENDENT UPON THE COAL INDUSTRY.

The province of Nova Scotia is dependent upon the prosperity of the coal industry for its revenue. In 1875, coal paid \$51,380 royalty to the government. In 1896, that tax had increased to \$230,000. During the three decades coal has contributed \$2,882,000 to the provincial taxes, and \$2,236,000 of this was contributed since the tariff gave us the home market. To-day one-third the entire provincial revenue comes from the royalty on coal. Therefore, every thousand tons of our coal displaced by tariff changes means a direct loss of \$100 to \$125 provincial revenue. Destroy the source of this revenue and you drive the province to resort to direct taxation and to clamor at the doors of the federal government for increased subsidy; but there can be no increase to Nova Scotia without a corresponding increase to the other provinces, and that means a general increase of the debt.

EXTRACT FROM MR. FIELDING'S SPEECH FOR MORE SUBSIDY.

In submitting the Quebec resolutions to the Legislature on the 22nd March, 1888, (page 139 of the Debates) by which it was proposed to increase the federal debt by additional subsidies to the various provinces to the extent of \$1,437,186, of which Nova Scotia's share was to be \$162,456, Hon. Mr. Fielding said:—

"I shall read the unanimous declaration of our own legislature in 1884 as to the necessity of increased provincial revenue, for the purpose of showing that we do need it, and to show also that the very argument we raised in 1884 is the argument that we are using in these resolutions for the readjustment now proposed to be made. The address of 1884 says:—

"That additional revenue has become an absolute necessity to the province, and the only available means of securing it is through the federal government, as our people will not submit to direct taxation for local purposes, while they believe that if justice were done, Nova Scotia would have ample means to provide for her local wants.

* * * * *

"I think then that I have shown you not only that we need this money, but that we have adopted the proper way to get this money."

For the calendar year previous to the delivery of this speech, the provincial revenue from coal was \$119,000. Last year, 1896, it was \$230,000—an increase of \$111,000, or more than two-thirds of the sum demanded from the federal treasury at that time.

THE SPECIAL TAXES UPON COAL.

Besides the 12½ cents a ton royalty, Cape Breton coals shipped up the Saint Lawrence pay pilotage taxes and harbor expenses equivalent to ten cents per ton, so that the home product placed in the Montreal market is at an initial disadvantage of say 22½ cents a ton, compared with its foreign competitors.

If the present duty of 60 cents makes up for the disadvantages from which we labor because of the special taxes, the removal of the duty would place us at an immediate initial disadvantage of 22½ cents a ton in the open competition.

The following is a statement of the amounts paid to the Nova Scotia government for royalty, and in the St. Lawrence and Cape Breton ports for pilotage, etc., for a series of years :—

YEAR.	Royalty Tax.	St. Lawrence and Cape Breton Pilotage Taxes and Dues.
1867	\$ 64,486	
1868	44,621	
1869	38,377	
1870	48,674	
1871	14,231	
1872	64,014	
1873	83,507	
1874	77,354	
1875	51,380	
1876	50,407	\$11,730
1877	66,427	9,511
1878	42,859	8,370
1879	40,841	15,881
1880	49,066	23,793
1881	73,675	25,850
1882	90,448	35,300
1883	104,952	42,000
1884	86,277	35,500
1885	101,411	36,000
1886	101,656	37,750
1887	119,670	48,210
1888	124,776	51,755
1889	128,396	46,752
1890	129,647	54,365
1891	143,572	60,232
1892	135,963	62,608
1893	142,058	73,789
1894	209,330	79,628
1895	214,648	63,751
1896	230,000	70,645

THE EFFECT OF TAKING OFF THE DUTY.

The equipment of the Nova Scotia mines to-day is such as to enable them to double their output. Our greatest need is an increased market. There has been no marked increase of consumption for three years. There can be no hope of an enlarged home market if our great centres of consumption are made a slaughter market and dumping ground for foreign products. That, while, as has been shown, not benefitting the consumer, will paralyze the home industry. How quickly such an industry as that of coal can be paralyzed, can best be realized when we remember the state of prosperity it had attained in 1873, and the frightful condition to which it had sunk in 1875 and 1876—within two short years.

A LOSS OF A MARKET OF 400,000 TONS.

M. R. Morrow, an expert in the coal trade, estimates that under the first year of free coal, Nova Scotia would lose a market for 400,000 tons of its product, assuming the demand to continue as at present; and with any lessened consumption, our loss, of course, would be greater, while it is extremely doubtful if we could get a proportionate share of any increased consumption there might be. Mr. Morrow estimates that under free coal, within a year, Nova Scotia would lose a market in Montreal for at least 330,000 tons now sold there, and that this loss would be made up as follows:

To the railways	150,000 tons.
To Manufacturers	100,000 "
Domestic purposes	40,000 "
Bunkering Saint Lawrence coal carriers..	40,000 "

WHAT THE EFFECT WOULD BE IN NOVA SCOTIA.

Next to Quebec, our best market is Nova Scotia. In this province, the consumption of the home product has increased from 214,965 tons in 1875 to 663,041 tons in 1895—nearly one-third of our trade. Of the Nova Scotia consumption, 225,000 tons are used for manufacturing, 60,000 by the railways, 140,000 by steamers for bunkering, and 220,000 for domestic use. Of the total quantity, 170,000 tons, or one-fourth, finds a market in Halifax. Under free coal, large quantities would be brought by steamers and timber ships as ballast. Even under the duty, coals

have been brought here and sold in competition with the home product. Among many instances that might be mentioned, last year (1895), J. H. Ronald of Montreal, offered a cargo of Scotch at \$2.50 a ton—a rate less than our own coals were costing delivered here, except that the duty would have been paid by the purchaser. Had it not been for the duty, thousands of tons of Welsh coal could have been placed in Halifax within the past few years at the same margin of profit as on our own coals. Three or four cargoes were landed here the past summer. Some came out as ballast on Canadian and Newfoundland steamship lines and quantities were also brought out on the Furness boats, and 150 tons were sold to the cable steamer "Seine." This did not pay duty as it was sold to other steamers and re-exported, but it displaced the Nova Scotia product. Tramp steamers and Norwegian vessels coming to Nova Scotia ports for deals would bring coal at nominal rates and as ballast to the extent, at a moderate, estimate of 50,000 tons a year.

AND IN NEW BRUNSWICK.

But our loss of trade in New Brunswick would be much greater. Our sales in New Brunswick have increased from 96,284 tons in 1875 to 255,948 in 1895. Of this nearly one-half is taken to Saint John and Chatham. It would be impossible to hold our Saint John market, as the low freights at which anthracite is now carried there from Philadelphia—70 to 90 cents a ton—would undoubtedly be extended to Pennsylvania bituminous coal; besides, large quantities of British coals would be brought out in the boats of the subsidized Beaver, Furness and Donaldson lines, now running to that port in the winter months. And as to Chatham, Senator Snowball, the largest importer there, says it would suit him much better to import Scotch and English coals, as the vessels coming to that port for deals would be glad to bring cargoes of coal at ballast rates of freight.

HOW THE UNITED STATES COAL TRADE WAS DEVELOPED.

But it may be urged that as the Americans have reduced their duty to 40 cents a ton, and as the Canadian industry is now in a healthy and prosperous condition, as a result of the development herein described, it ought to stand upon its own feet.

The American industry has been developed by over a century of high protection. For more than one hundred years they have imposed an average duty exceeding \$1 per ton on all foreign coals imported, with the single exception of a ten year period of the old reciprocity treaty, when Canadian coals were admitted free, and which was allowed to lapse by them; and even

then, English and all foreign coals were subject to duty. Here is the record of their tariff on coal:—

Year.	Per ton.
1789 equal to	\$ 56
1790-1792 equal to	84
1792-1794 "	1 26
1794-1812 "	1 40
1812-1816 "	2 80
1816-1824 "	1 40
1824-1842 "	1 68
1842-1846 "	1 75
1846-1857 "	75
1857-1861 "	65
1861-1862 "	1 00
1862-1864 "	1 10
1864-1872 "	1 25
1872-1893 "	75
1895 "	40

It was under this high protective policy that the American coal industry has been developed, until its annual output now reaches the astounding total of 178,000,000 of tons. With such a record, the Americans are still unwilling to meet the puny competition of Canada with its insignificant production of 3,500,000 tons.

But suppose the American duty is taken off, does any sane man imagine that the American mine owners and railways are going to permit Nova Scotia to even gain a foothold in, much less to seriously compete with them for the \$35,000,000 trade of New England?

It must not be forgotten that neither Great Britain nor the United States began to attain national pre-eminence until they became great manufacturing nations; that coal is the *basis* of all manufacturing; and that the coal and iron industries of both countries were only developed by tariff assistance.

HOW LONG COULD CANADA WITHSTAND THE UNEQUAL STRUGGLE?

With an American production of 178,000,000 tons by 400,000 miners on the one side, and the unfair competition of ballast freighted English coal on the other hand, how long could Canada with its insignificant production of 3,500,000 tons from a score of mines, hold its own in the unequal struggle? Throw open the Canadian market, and how long would it be before the same combination that drove us out of New England and immediately thereafter increased the price, would also crush us in our home market?

Is it fair to Nova Scotia, dependent as she is upon coal, that just when this industry is emerging from a healthy infancy, there should even be a question of its being sacrificed to the unequal competition of our powerful American and British rivals? Is it fair to Canada that just as a large section of the Dominion has escaped from dependence upon foreign sources for this great national necessity, and has begun to enjoy the advantages of a steady home supply, at a steadily decreasing price, until now the lowest figure in the history of the trade has been reached, that she should now be in danger of being relegated back to the position occupied in 187

Is it fair to the enterprising Montreal and American capitalists who have invested millions of dollars in the coal industry on the faith of the permanency of the home market, that that market should be so soon made a slaughter market for foreign fuel, and these millions of investments again jeopardized? If a century of protection was necessary to develop the United States' coal industry, surely the Canadian industry is entitled to a quarter of that period to get on its feet!

THE INEXHAUSTIBLE COAL DEPOSITS OF THE SEABOARD PROVINCES.

The Cape Breton and Nova Scotia coal fields extend over an area of nearly 300 miles. Of these measures, 200 square miles are in the county of Cape Breton, and the remainder in Inverness, Richmond, Pictou, Cumberland and other counties.

The quantity of coal in these fields is practically inexhaustible. Sir George Elliot, one of the great coal kings of England, and than whom there was no better authority, when visiting Canada a few years ago, said to the writer:—

"Nova Scotia contains more coal for its area and depth than any other part of the known world."

All authorities agree that this supply will be available for all likely demands upon it for the next thousand years.

In Cape Breton, the coal field extends several miles out under the Atlantic ocean. Even now, steamers ploughing the waters of that coast sail over the very spots where an army of men, one thousand feet below, are at work digging out the dusty diamonds. The land areas of Cape Breton county are estimated to contain 870,000,000 tons of coal, and the submarine coal fields of Cape Breton, which can be profitably worked, were estimated by H. S. Poole, when inspector of mines, as capable of yielding 1,866,000,000 tons, and as Canada's entire consumption is only 5,250,000 tons a year, and though it doubles every decade, no person need worry about the future supply.

With the exception of the Old Sydney mines, the whole of the working collieries of the province are owned by Montreal

and American capitalists, but besides the areas now being worked, there are immense undeveloped areas in other counties, notably the magnificent deposits at Mabou owned by the Boston and Nova Scotia company, which are now being opened up with a capital of \$5,000,000, and which, when developed, will become a keen competitor with existing corporations—thereby ensuring continued low prices.

FREE COAL IN THE UNITED STATES A VERY DIFFERENT
THING TO FREE COAL IN CANADA.

Free coal in the States and free coal in Canada, moreover, are two very different things. The American coal fields are well scattered over 29 different States, and are of a total area of 200,000 square miles. These, under free coal, would be only subject to serious competition at comparatively few points, whereas in Canada, under free coal, every port on the Atlantic coast and every point accessible by rail, would be open to foreign coals as freely as to our own. The production of the American coal fields in 1895 was 128,000,000 tons of bituminous coal and 52,000,000 tons of anthracite, upwards of 175,000,000 tons in all, whilst the production of the Dominion, all told, was less than 4,000,000 tons, or $2\frac{1}{4}$ per cent. of the American production. Our entire Nova Scotia production was less than 5 per cent. of the production of bituminous coal in the State of Pennsylvania, and less than $2\frac{1}{2}$ per cent. of the combined production of hard and soft of the same State. Under free coal in the States, were they to lose the sale of 2,000,000 tons of their present trade, it would amount to less than $1\frac{1}{4}$ per cent., whereas in our case, the loss of sale of 400,000 tons would be 10 per cent. of the entire output of the Dominion, and 20 per cent. of the total Nova Scotia production. So that while in the one case the proportionate loss under free coal would be almost imperceptible, in the other, the coal industry of the Dominion, and more especially of this province, would be threatened with disaster, with its consequent injury to all industries that directly benefit and indirectly profit by the extent of the coal trade.

WHY THERE SHOULD BE NO REDUCTION IN THE DUTY ON BITUMINOUS COAL.

A reduction in the already less than revenue duty on coal—

Would open to the competition of the world under unfair conditions our already inadequate market.

Immediately reduce our most profitable market by, it is estimated by experts, at least 400,000 tons, representing say \$1,200,000.

Seriously cripple the home industry.

Destroy any prospect of the expansion of the trade.

Render the \$20,000,000 capital already invested in the industry, and which has not yielded an average dividend of one per cent. during the last twenty years, still more unproductive, and put an effectual check to the introduction of new capital, not only in coal, but in other maritime industrial enterprises.

It would decrease the coal carrying tonnage by at least 500,000 tons and still further seriously injure the shipping industry.

It would throw hundreds of men out of the profitable and constant employment they now enjoy.

It would overstock the already abundant labor market, or drive out of the country a most desirable class of our population, and, in either event, seriously affect the 30,000 people directly interested in the mining industry and the 100,000 more or less dependent upon an active coal trade.

It would lead to an inevitable reduction of wages, and that might mean a disastrous strike.

It would necessarily decrease the volume of interprovincial trade, and thus the upper provinces would mutually suffer with the lower.

As the Saint Lawrence market, resulting from the duty on coal, is the greatest benefit Nova Scotia enjoys as a result of confederation, any interference with that duty, without a corresponding reduction on all the products of the upper provinces consumed by this province, would be the rankest injustice and would renew the discontent with the union in an acute form.

It would materially reduce the provincial revenue and bring the local government face to face with bankruptcy, while it would at the same time diminish the federal revenue.

Because the life of some of the largest towns and villages in the province depends wholly on the prosperity of the trade.

The population of these towns are as follows :

Springhill	4,800
Westville	4,000
Stellarton	2,500
Sydney Mines	2,500
Glace Bay	3,500
Reserve	1,500
Victoria	1,400
Dominion No. 1	1,400
Caledonia	1,000
Port Morien	1,100
Joggins	1,000
Louisbourg	1,500
Thorburn	800
Bridgeport	1,200

28,400

To these add the important towns of Sydney, North Sydney, New Glasgow, Pictou and even Truro and Amherst, all largely dependent on a brisk coal trade.

There should be no reduction of duty, not only because of the reasons already advanced, but because labor enters more largely into the production of coal than in that of any other article. 85 to 90 per cent. of the cost to the consumer is for labor and this labor is the highest paid skilled labor—not the cheap labor of the Poles, Huns, Italians and negroes employed in rival United States mines, with their frequent saturnalia of strikes, riots, bloodshed, reigns of terror and demoralization of trade. This class of labor and the results it produces in the United States, are happily unknown in Canada.

Because we already admit American anthracite free, which is half our total importation, and which is seriously competing with our bituminous product.

Because we now admit the coke of all countries free to the serious detriment of our own coal and coke industry. Every ton of coke imported is a displacement of $1\frac{3}{4}$ tons of home-product coal, and a loss of 18 to 22 cents to the provincial revenue; while it is especially unfair to the Canadian workman, as the manufacture of coke involves so much more labor than the production of coal.

Because, as has been shown, coal is already the lowest protected of any of the great industries—as a matter of fact, it has no “protection” at all in the sense that other industries are “protected” by the tariff. The average duty on bituminous coal is 23 per cent., as compared with an average of 35 per cent. on all other dutiable imports; while the average duty on all coal imported—free anthracite and coke, and bituminous and dust—

is only 11 per cent., as compared with an average of 17 per cent. levied on all free and dutiable Canadian imports.

Because in his speech in Halifax in 1881, Mr. Blake, the then Liberal leader, admitted that "the duty on coal was a compensation to Nova Scotia for the disadvantages under which her industries heavily labor."—through the tariff. In the same speech he used this language:—

"If I were asked what class of the population I believed are 'the worst off, what class was most closely pressed in the 'struggle for existence, what class occupied the most unfortunate 'position in this province, I should answer—the miner."

If that was true, to take away this compensation now and to still more closely press these unfortunate people in their struggle for existence, would be a monstrous injustice.

Because it is only justice that imported foreign coal should be made to contribute as much to the revenue as the home product, and if our mines and miners are taxed from 35 to 50 per cent. on all the necessities of life, and on all the "raw materials" entering into the production of coal, foreign mines and miners should be equally taxed when their products are imported in competition with our own.

To do otherwise, would be like an hotel keeper making his own children pay board, while entertaining all strange guests free!

Because, in equity, there can be no reduction of the duty on coal without a decrease to the same level on all the materials entering into colliery consumption, and of the food stuffs, clothing and other necessities of life consumed by the mining population. While less than a revenue duty, and twelve per cent. less than the average duty, is levied on the miner's "finished product," twice as much duty is levied on everything the miner eats and wears, and his "raw materials" are taxed for the benefit of the upper provinces to the following extent:

Article.	Per cent.	Article.	Per cent.
Picks.....	35	Oats.....	50
Shovels.....	38	Engine & Boiler Fittings.....	27½
Powder.....	25	Gauge Glasses.....	30
Dynamite.....	25	Miners' Lamps.....	30
Fusés.....	30	Olive Oil.....	20
Detonators.....	30	Illuminating Oil.....	150
Riddles.....	35	Lubricating Oil.....	25
Wire Rope.....	25	Tallow.....	25
Castings.....	27½	Railway Grease.....	25
Boilers.....	27½	Chains.....	35
Engines.....	27½	Iron.....	50
Globe Valves.....	35	Steel.....	50
Iron Pipe.....	35	White Lead.....	5
Nails.....	65	Rope.....	30
Canvas.....	45	Steel Rails.....	25
Felt.....	35	Ventilators.....	30
Tar Paper.....	25	Locomotives.....	\$2,000 each.
Rubber.....	25	Coal Cars.....	30
Packing.....	35	Air Compressors.....	30
Pit Cloth.....	30	Cameron and Plunger	
Babbit Metal.....	10	Pumps.....	35
Hay.....	25		

And everything else entering into the production of coal is similarly taxed.

Nevertheless, there is no complaint from the miners of these high duties. They are perfectly willing to furnish a home market for Canadian products and manufactures in exchange for the home market for their great product and manufacture.

Because, if you take off the duties on foodstuffs, for instance, Ontario has still its thoroughly established and highly protected manufactories to ensure its prosperity; but *coal is the only great product of Nova Scotia assisted by the tariff* for which the sister provinces afford us a profitable market, and if you cripple that industry, you strike a fatal blow at the maritime provinces.

Because of the greater difficulty and cost of mining coal in Canada compared with our competitors, owing to the depth of our mines, the prevalence of gas, water, "tender roof," stone banks, etc., and the greater angle of our seams; and because, also, of the disadvantage we are at with drift ice in the spring and the delay to shipping at the period when prompt delivery is of great importance, and when the delays and dangers from drift ice involves the loss of thousands of dollars to the coal companies.

And finally, because there has been no general demand on the part of the domestic consumer, or the manufacturer, for any reduction of the duty.

SUMMARY OF STATISTICS.

Compiled from the official Blue Books for the respective fiscal years, ending June 30th, and in net tons of 2,000 pounds, or from Nova Scotia Official Reports for the calendar year, in long tons of 2,240 pounds. The period covers from the first year of Confederation down to 1895 inclusive.

TOTAL CONSUMPTION OF COAL IN CANADA.

Period.	Tons.
Eight years, 1868-1875	8,506,499
Ten years, 1876 to 1885	23,777,825
Ten years, 1886 to 1895	49,801,685
Twenty-eight years	82,086,009

CONSUMPTION IN CANADA BY FOUR YEAR PERIODS SINCE 1872.

PERIOD.	Total Consumption.*	ANNUAL AVERAGE CONSUMPTION.			
		Tons Consumed.	Home Product.	Imported.	P. C. of Imported to Total.
1868-71 ..	3,063,444	.....	.....	.....	.....
1872-75 ..	5,453,055	1,360,734	740,488	620,276	45.6
1876-79 ..	6,625,540	1,656,385	761,385	895,000	54.0
1880-83 ..	10,149,867	2,537,467	1,261,713	1,275,754	50.2
1884-87 ..	14,622,965	3,655,741	1,596,671	2,059,070	56.3
1888-91 ..	21,057,284	5,204,321	2,310,914	2,953,407	56.1
1892-95 ..	22,486,816	5,621,704	2,617,915	3,019,688	53.7

* Includes imported coke.

IMPORTS INTO CANADA.

Eight years, 1868-1875	4,023,134
Ten years, 1876-1885	12,452,536
Ten years, 1886-1895	27,625,184
Twenty-eight years	44,100,854
Valued at say	\$176,403,416

IMPORTS OF BITUMINOUS AND ANTHRACITE.

There were no separate statistics of the imports of bituminous and anthracite kept previous to the fiscal year 1877, but for the purpose of comparison in the following table the quantity of anthracite imported in 1876 is estimated at 350,000 out of a total importation of 793,880 tons.

Ten Years.	Bituminous.	Anthracite.
1876-1885	6,165,943	5,853,713
1886-1895	13,591,463	14,113,421
Total, twenty years	19,757,406	19,967,134

Not including coke and dust coal.

CANADA'S HOME PRODUCT.

Eight years, 1868-1875	6,294,142
Ten years, 1876-1885	14,453,476
Ten years, 1886-1895	27,945,184
Add N. B. and N. W. T.	1,335,916
Total, twenty-eight years	50,028,718

OF WHICH NOVA SCOTIA PRODUCED

Eight years, 1868-1875	6,103,142
Ten years, 1876-1885	11,998,406
Ten years, 1886-1895	19,887,564
Total in twenty-eight years	37,989,112
All other Canadian production	12,039,606
Total production	50,028,718
Less exports	14,190,814
Net home production consumed	35,837,904

EXPORTS FROM CANADA.

Eight years, 1868-1875	2,717,449
Ten years, 1876-1885	3,745,027
Ten years 1886-1895	7,728,338
Total, twenty-eight years	14,190,814
Of which Nova Scotia exported say	6,400,009
And British Columbia	7,790,814

ANALYSIS OF THE SALE OF NOVA SCOTIA COAL.

	Neighbouring Provinces.	Other Countries.	Home Consumption.	Total.
1868-75 ..	2,199,673	2,215,636	1,413,483	5,881,423
1876-85 ..	5,633,035	1,213,572	3,956,593	10,923,775
1886-95 ..	11,876,930	519,690	6,393,960	18,761,300
28 years ..	19,709,638	3,948,898	11,674,036	35,565,498

THE "NEIGHBOURING PROVINCES" WERE :

	Quebec.	New Brunswick.	P. E. Island.	Newfoundland.
1873-75 ..	603,771	260,749	125,921	204,774
1876-85 ..	3,009,279	1,407,200	535,151	732,305
1886-95 ..	7,981,890	2,335,430	628,071	948,815
23 years ..	11,594,940	4,003,379	1,289,143	1,885,894

Leaving 850,474 tons sold to neighbouring provinces between 1868 and 1872.

COAL SALES FROM THE RESPECTIVE COLLIERIES IN NOVA SCOTIA IN 1875,
1885, AND 1895, FOR THE CALANDER YEAR. TONS OF 2240
POUNDS. FROM THE NOVA SCOTIA REPORTS.

COLLIERY.	1875.	1885.	1895.
Springhill	37,388	311,790	324,259
Joggins and sundry.	12,527	28,745	97,965
Acadia	49,824	90,428	} 173,962
Albion	98,297	114,061	
Vale	37,494	93,634	
Intercolonial	54,790	97,887	194,822
Nova Scotia	40,146	.....	.....
Old Sydney	92,014	103,917	221,896
Block-House	21,904	7,316	.....
New Campbellton ...	3,732	.....	.....
Sundry mines	2,621	769	9,249
Emery	6,113	.....	.....
Gardiner	10,995	.....	.....
Caledonia	10,478	48,551	} 809,218
Glace Bay	25,085	40,989	
Bridgeport .....	.....	12,583	
Gowrie	21,391	77,580	
International	41,961	87,485	
Lingan	22,536	18,867	
Ontario	5,380	7,445	
Reserve	10,273	72,547	
Victoria	13,821	39,926	.....

RECAPITULATION.

	1875.	1885.	1895.
Cumberland	49,915	340,535	422,224
Pictou	280,551	396,010	369,770
Cape Breton	288,404	518,175	1,040,368
Total	621,870	1,254,510	1,831,357
	1885 over 1875.	1895 over 1885.	1895 over 1875.
Cumberland	290,620	81,689	372,309
Pictou	115,459	26,240 d	89,219
Cape Breton	289,771	521,188	751,959

DISTRIBUTION OF NOVA SCOTIA COAL IN 1875, 1885, 1895, IN TONS
OF 2,240 LBS.

SOLD TO.	1875.	1885.	1895.	Increase of 1885 over 1875.	Increase of 1895 over 1885.
Nova Scotia . . .	214,965	493,050	633,041	278,985	139,991
Quebec	162,269	396,782	740,098	234,513	370,316
New Brunswick..	78,814	158,420	228,525	79,579	70,005
Newfoundland...	55,696	86,218	81,492	30,520	Dec. 4,907
P. E. Island . . .	41,948	50,399	63,232	8,451	12,833
United States . .	138,335	64,515	73,097	73,820Dec.	8,582
West Indies....	47,844	9,595	11,872	38,249 "	2,277
Other Countries..	9,229	2,673	.....	6,556 "	.....
Total	706,795	1,261,650	1,831,357	554,855	569,707

DIRECT TAXES PAID TO THE PROVINCIAL AND FEDERAL GOVERNMENTS.

As Royalty to Nova Scotia Government :

Ten years—1867-76	537,051
“ 1877-86	767,612
1887-96	1,578,060

Total, thirty years \$2,882,723

Of which \$2,236,386 was paid since duty was levied on foreign coal.

As Pilotage and Port Charges in Cape Breton Ports and the St. Lawrence :

Ten years—1876-85	\$243,935
“ 1886-95	578,840
1896	70,645

Total—twenty-one years \$893,420
1886-95 over 1876-85 324,905

IMPORTS OF BITUMINOUS COAL INTO CANADA—1868-96.

YEAR.	From Great Britain.	From United States.	Total Tons.	Duty Paid.
1868.....	*161,862	*185,633	*356,839	Free.
1869.....	*180,754	*204,268	*389,485	"
1870.....	*106,373	*173,352	*279,780	"
1870.....	*67,869	*46,403	*114,272	\$ 57,136
1871.....	*87,472	*156,788	*244,265	122,134
1871.....	*72,676	*49,126	*121,808	Free.
1872.....	*173,920	*311,191	*485,118	"
1873.....	*110,179	*463,864	*574,308	"
1874.....	*133,603	*671,224	*804,827	"
1875.....	*139,600	*512,835	*652,435	"
1876.....	*168,642	*625,203	*793,880	"
1877.....	160,175	353,795	513,970	"
1878.....	124,614	331,323	456,090	"
1879.....	45,622	309,725	355,347	"
1879.....	48,044	69,926	117,970	\$ 58,986
1880.....	123,322	333,727	457,049	243,541
1881.....	129,428	457,595	587,024	274,558
1882.....	95,284	540,792	636,374	381,825
1883.....	125,188	786,391	911,629	546,986
1884.....	131,368	987,247	1,118,615	671,171
1885.....	87,707	924,130	1,011,875	607,126
1886.....	98,010	832,939	930,949	558,569
1887.....	71,814	1,077,678	1,149,792	689,874
1888.....	74,578	1,156,656	1,231,234	738,743
1889.....	79,605	1,168,351	1,248,540	749,124
1890.....	62,604	1,346,678	1,409,282	845,571
1891.....	36,087	1,562,753	1,598,855	959,369
1892.....	48,236	1,566,984	1,615,220	969,131
1893.....	53,047	1,550,107	1,603,154	961,893
1894.....	53,235	1,306,236	1,359,509	815,708
1895.....	47,160	1,397,764	1,444,928	866,958
1896.....	56,981	1,481,508	1,538,489	923,095

* Coal and Coke of all kinds—Trade Returns do not give them separately from 1868-1876.

Kindly furnished by George Johnson, Dominion Statistician.

IMPORTS OF COAL AND COKE INTO CANADA, 1868-96.

YEAR.	Anthracite Coal Imported.	Duty Paid.	Total Imports of Coal.	Total Duty Paid.	COKE.
1868....	.....	.....	*356,839	Free.	.....
1869....	.....	.....	*389,485	"	.....
1870....	.....	.....	*279,780	"	.....
1870....	.....	.....	*114,272	\$ 57,136	.....
1871....	.....	.....	*224,265	122,134	.....
1871....	.....	.....	*121,808	Free.	.....
1872....	.....	.....	*485,118	"	.....
1873....	.....	.....	*574,308	"	.....
1874....	.....	.....	*804,827	"	.....
1875....	.....	.....	*652,435	"	.....
1876....	.....	.....	*793,880	"	.....
1877....	420,010	Free.	933,980	"	†45,712
1878....	406,971	"	863,061	"	1,648
1879....	322,528	"	677,875	"	†7,936
1879....	93,895	\$ 46,948	211,865	105,934	.....
1880....	516,729	258,284	973,778	501,825	3,837
1881....	572,092	286,047	1,159,116	560,605	5,492
1882....	658,273	319,149	1,274,647	700,974	8,157
1883....	754,891	377,452	1,666,520	924,438	8,943
1884....	868,000	434,000	1,986,615	1,105,171	11,207
1885....	910,324	455,162	1,922,199	1,062,288	11,564
1886....	995,425	497,700	1,926,374	1,056,269	11,858
1887....	949,782	474,895	2,099,574	1,164,769	15,110
1887....	150,383	Free.	150,383	Free.	.....
1888....	2,137,304	"	3,368,538	738,743	25,487
1889....	1,286,195	"	2,534,645	759,124	29,557
1890....	*1,201,335	"	2,610,617	845,571	36,564
1891....	*1,399,067	"	2,997,922	959,369	38,533
1892....	*1,479,106	"	3,094,326	969,131	43,499
1893....	*1,500,550	"	3,103,704	961,893	41,821
1894....	*1,530,522	"	2,890,031	815,708	42,864
1895....	*1,404,342	"	2,849,270	866,958	43,235
1896....	*1,574,355	"	3,112,844	923,095	61,612

† Includes other coal.

* Anthracite coal dust included.

IMPORTS OF BITUMINOUS COAL DUST INTO CANADA.

YEAR.	QUANTITY.	VALUE.	DUTY PAID.
1880*	3,565 tons.	\$ 8,877	\$ 1,783
1881*	337 "	666	169
1882*	471 "	900	235
1883*	8,154 "	10,082	2,056
1884	12,524 "	13,512	2,709
1885	20,151 "	20,352	4,073
1886	36,230 "	36,996	7,399
1887	31,363 "	33,054	6,621
1888	28,647 "	34,354	6,851
1889	39,962 "	47,097	9,420
1890	53,104 "	29,818	5,964
1891	59,050 "	31,370	6,276
1892	82,091 "	39,840	7,968
1893	109,585 "	44,474	8,898
1894	117,573 "	49,510	9,902
1895	181,318 "	52,221	10,444
1896	210,386 "	53,742	10,752