

sources of supply, which therefore could not be laid down for less than \$4.75 to \$5.00 per ton, while Spring Hill coal could be delivered *via* Parrsboro', including duty.

Round coal.....	4.65
Stove "	2.95
Nut and slack coal.....	2.20

and netting the profits shewn on page 15.

Geographically Parrsboro' is nearer to these ports than either Pictou or Sydney, which have also the disadvantage of being closed by ice during the winter months.

FOREIGN IMPORTS.

In spite of the duties levied, the imports of foreign coal into Canada in 1881 were :

Anthracite	550,000 tons.
Bituminous.....	600,000 "
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	1,150,000

And the total Nova Scotia output was 1,250,000 tons. The supply is therefore not equal to the demand.

THE CUMBERLAND COAL AND RAILWAY COMPANY.

Up to last year the Spring Hill Mining Company and the Spring Hill and Parrsboro' Railway Company were perfectly distinct and separate undertakings. The Mining Company owned the railway from the mines to the junction, and the Railway Company that from the mines to Parrsboro' with running powers to the junction. The relations between the two companies were not harmonious, and in consequence of this and the inadequate wharfage accommodation, but a small percentage of coal was shipped *via* Parrsboro'. The earnings of the railway averaged from all sources—passengers, goods, building materials, lumber and coal—about \$2,000 monthly.