

INTERCOLONIAL RAILWAY.

In 1882 the company supplied the Intercolonial Railway with 98,000 tons of coal, and have contracted to supply the railway for 1883 and two following years with 100,000 tons yearly.

The Intercolonial engineers prefer this coal to any other as it raises steam quickly and does not clinker.

DUTY ON FOREIGN COAL.

Anthracite coal imported into Canada pays a duty of 50 cents per ton. Bituminous coal pays 60 cents per ton.

DUTY TO UNITED STATES.

Canadian coal imported into the United States pays 75 cents per ton on round coal and 30 cents per ton on screenings, but since the 1st July this is so far modified that Canadian coal can be imported into the United States in bond for supplying shipping. A Bill is now before Congress to abolish the import duties on coal into the United States.

MARKET FOR COAL.

Without going as far as Quebec or Montreal I am of opinion that the natural market for the coal is to be found with the railways of Nova Scotia, the ports of the Bay of Fundy, and with the New England ports.

SHIPMENTS BY SEA TO UNITED STATES.

I am informed that there will be no difficulty in chartering vessels suitable for the coal trade, and this it is intended to do and the coal shipped to St. John and Portland, Portsmouth and Boston, U.S. Freight from Parrsboro' to these American ports will not exceed \$1.25 to \$1.50 per ton as against \$3.25 to \$4.00 from American