

combustion chambers [was not nearly so great as that from Welsh coal we had previously been using, inasmuch as we never once had to sweep tubes on the passage from St. Pierre to London, whereas before this had frequently to be done. I think it equally as good as English coal."

This coal has not been specially chosen for consideration here but merely because the tests happened to be put before the writer while penning this short sketch. Some of the coals drawn from the Cape Breton fields are perhaps slightly inferior to this, although others are better, all are exceedingly valuable and suitable for the furnaces of the steamships which traverse the ocean routes between the southern U. S. A. ports and Europe. The following are the rates at which bunker coals are supplied by the coal corporation at sundry points, immediately on steamer's arrival, and we trust that owners of tonnage will make a note of them in their diary:—Average price of bunker coal in the port of Halifax, \$3.10 per ton; average price ditto at Sydney, Glace Bay, Cow Bay, \$2.20 ditto.

Another feature of the coaling stations of the Canadian seaboard of extreme importance to owners of tonnage is that, at one of them, viz., Halifax, there is the largest graving dock in America. It is officially stated that the United States man-of-war *New York*, which draws two feet more water than her designers intended, can only be accommodated at this port. This is especially interesting, as during the winter season steamships find Halifax very convenient for coaling purposes, and may there, in addition to cheap and rapid coaling, obtain superior dock accommodation.

It will be noticed above that bunker quotations are not given for the port of Louisburg. This is because none of the coal companies are as yet in a position to deliver at this time, and will not be until about the end of the present year. It is true that a narrow gauge railway connects some of the mines now being remodelled with the harbor, but such could not be used to much advantage at this time. The only points then at which the coal is shipped are the four points named. Of these Halifax is too well known to require any description, but one or two of the others are so little known that a line or two descriptive may be here inserted.

Cow Bay.—This port consists of a large funnel-shaped indentation of the coast of Cape Breton, at the entrance to which is Flint Island Light. It is one of the most approachable harbors on the eastern seaboard, and within the limits of the bluff headlands a fleet of vessels could ride at anchor. The anchoring ground is said to be most secure. A long breakwater protects the loading pier from the force of the wash of the ocean; the draught of water at the tips is 20', and the mine is only one mile from the staiths. All port and harbor dues are insignificant. In fact, it is a matter much remarked upon, both at Cow Bay and Louisburg, by captains of vessels, that the port dues are exceedingly light. In a very heavy north-east wind shipmasters will do well to steam out into the Bay until the weather abates.

GLACE BAY.—About six miles to the north-west the harbor of Glace Bay is approached through a short channel 20' deep and about 60' wide, protected from the force of the weather by parallel piers. This port is well