

4. **Mode of winning the Coal upon the property.**—The greater portion of the coal in the Edwards seam, and a large portion of that in the Three-Foot and Collins seams, might be removed by means of levels driven from the high bank of the Bras d'Or ; but a more satisfactory mode of winning the coal, and in the end, I think, a cheaper mode would be to sink a deep shaft near the eastern boundary of the property, and to carry from this slopes along the rise of each of the workable seams. All the water could be led into the pump of this shaft ; and from the mouth of the shaft a double tramway of forty chains in length might be easily constructed to connect with the short tramway already on the ground by which the loaded cars could be run down by gravity to the wharf, and the empty cars drawn up simultaneously. Whilst the shaft was in progress, it would be advisable to utilize the present shaft and slope in getting out coal from the higher portion of the Collins seam. A depth of twenty feet of water occurs quite close to the shore. The proposed new shaft would strike the Edwards seam at a depth of about ninety feet, the Three-Foot seam at about 150 feet, and the Collins seam at from 260 to 270 feet. These depths in coal mining are comparatively insignificant. When once the shaft was established and proper lifting and pumping gear connected with it, a very large annual output from the three seams might be safely calculated upon.

5. **Shipping Facilities.**—Probably few coal properties in Cape Breton offer better facilities for shipping than the Collins area. All the coal could be conveniently run, either from Adits or from the proposed shaft described in the preceeding section, to a wharf on the Bras d'Or, where vessels of twenty feet draft could be alongside and load. These vessels could then round the southern extremity to Boularderie Island, and so pass down the great Bras d'Or into the Atlantic Ocean ; or they might sail up the lake, and pass by St. Peter's Canal into Gut of Canso, directly. A shoal near the mouth of the Little Bras d'Or prevents vessels drawing more than nine feet from passing into the Atlantic by that passage, but a Government grant for dredging this entrance has already been obtained. The combined cost of mining, raising and loading the coal of the Collins Area, ought not certainly to exceed a dollar and a quarter per ton.

6. **General Conclusions.**—The leading features of the Collins Area may be briefly summarised as follows :—