

was opened either by shaft or slope as the natural conditions best lent themselves thereto, and on account of the proximity of the shipping pier the coal was conveyed to the point of shipment direct in the mine tub or car in which it was loaded in the mine. The distance in most cases being less than a mile the transportation was effected by horses. Gradually the mining was extended and with increased shipments sinkings were made further back from the coast, machinery for handling coal in larger quantities was installed, short lines of steam railway were built, and the coal at the pit mouth was transferred from the mine tub to larger railway cars and thus carried to a point of shipment. It may be of interest to note the gradual expansion in size of cars used in hauling coal from the mines. Up to the early eighties the four-ton car or wagon was almost universal in Cape Breton: During the next few years cars carrying six tons each were introduced. These in turn gave place to ten-ton cars, which were the standard of the larger collieries only, up to the advent of the Dominion Coal Company in 1893, when cars carrying fifteen tons each were substituted. These in turn are gradually giving way to steel cars with a carrying capacity of thirty-five tons dead weight of coal. In the same way, the little ten-ton schooner or "hooker" has by successive stages been supplanted by the great ocean freighter of ten thousand tons carrying capacity.

The Dominion Coal Company controls by lease from the Nova Scotia Government all the coal areas worth considering on the southern side of Sydney Harbor, but has for some years confined its operations to the Glace Bay Basin. A royalty of twelve and one-half cents per ton is paid on all coal marketed, and this forms the greater part of the revenue of the province of Nova Scotia. A steadily-increasing market has demanded a larger supply, and the Company has now turned its attention to the immense reserve fields of Lingan and Morien basins. Both of these areas were worked to a certain extent some years ago. The Morien Basin by two companies—the Block House and the Gowrie—while the Lingan Basin was opened at three points by the Low Point, Barrasois and Lingan Mining Co.

The Block House Company, with openings close to the shore, shipped direct from mine tubs to the vessel's hold, over a small shipping pier in Morien Bay, while the Gowrie Company sank a shaft about a mile and a half inland, which was connected with a shipping pier by railway. Coal from the Lingan Basin was shipped partly in Sydney Harbor which was reached by four miles of railway, and partly in Lingan Basin where small piers were erected and connected with the mines by a mile of railway.

All of these individual operations were absorbed by the Dominion Coal Company at its formation in 1893, many of them having been closed down for years before this date, and their piers allowed to fall into decay. The policy pursued by the present operators has been to concentrate their energies on the Glace Bay Basin for production, and to confine the shipping mainly to two points, viz.: Sydney and Louisburg Harbors, where modern shipping piers capable of handling all the product have been erected. Two points of shipment were necessary for the reason that the magnificent