

only equipment left by the German authorities was 3 locomotives and 60 dumping cars.

The actual exploitation of oil-shale was started by the Estonian Government on May 5th 1919, after the Soviet Russian „Red Army“ had been defeated and thrown back over the Narova river, and has since then continued without interruption. For the working of the mine the “State Oil-Shale Industry“, financed by the State, was established, and under this administration two mines are now working: the Kohtla mine, open cut and partly underground mining, — and Kukruse mine, with underground working system only. The mines are situated 4–5 kilometres north of the Tallinn-Narva railway line, between the stations Jõhvi and Kohtla. In addition to these mines a third one, the Vanamõisa Mine, which was leased in 1923 to a private company, the “Estonian Oil-Shale Development Syndicate, Limited“, working with British capital, was established.

In 1922 a fourth mine, owned and managed by the “Eesti Kiviõli (Estonian Shale-Oil) Company“, started work between the stations Püssi and Sonda, and recently a fifth mine started operations at the station Maidla. The Püssi Mine is situated 6 km. (east) from the station Sonda. The mine has a drainage canal (length — 1,9 km., depth at the head 6 m.). A narrow gauge railway connects the mine with the experimental distillation plant, the length of the line being 3,8 km. The mine possesses 2 locomotives, 60 HP. each, and 84 dumping cars, with 1,5 cubic metre capacity each.

The company has an experimental distillation plant, a power station, a fully equipped chemical laboratory, work shop, dwelling houses, etc. The Government has so far issued over 30 permits for the prospecting of oil-shale.

The mining of oil-shale has made rapid progress in the last six years, the annual production of oil-shale in the State mines having been as follows:—