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Isaacs Harbor and the Golden Gate of Eastern Nova Scotia.

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The Golden Gate to the Mountains of Metal I call the entrance of a magnificent bay that is three miles wide and nine miles long. It then splits into two of the most beautiful harbors in the world. Country Harbor is ten miles long and three quarters of a mile wide. Isaacs Harbor is three miles long and half a mile wide, and a perfect gem. Its waters lave the feet of mountains east and west, and on the sides of these mountains a thousand souls reside in lovely cottages and stately homes. Like a coy maiden, Nature here seems to have shunned the world's gaze, for far away from the haunts of the multitude, she has here adorned herself with an excess of beauty. When I first gazed on this scene, I could scarcely believe that I was in Nova Scotia. The glorious harbor seemed to reproduce some views I have seen from Switzerland. And yet this was no optical illusion nor imaginary picture, but nature in the land of Evangeline. The home of my host was on nearly the top of one of these mountains, and on every available opportunity I sat on his spacious verandah feasting my soul on the scene of unrivalled beauty and grandeur. The weather being unusually warm, the waters lay peacefully in the arms of the giant hills, as if calmly slumbering; while the foliage of the firs and the grateful grass pointed skyward to welcome the smiling beams of old Sol. Occasionally a pretty yacht disturbed the waters to spread her pinions, or a small fish-carrying steamer coaxed up to her wharf to give or take her freight. Abundance of boat rowing is enjoyed, for even the children seemed to be as much at home on and in the water as their broad-billed friends.

No fitter spot has God created for tired denizens of cities, where they may recuperate their exhausted strength and rest their wearied brains. Two large Baptist churches are here. One on the west side, called Isaacs Harbor, and one on the east side, called Goldboro. The only other church is a small Presbyterian one. This is evidently a Baptist settlement; the first settlers being John and Allen McMillan, and Simon and Ira Giffin, all Baptists. They hailed from Louis Head, Shelburne county. In their annual fishing trips to the Labrador coast, they were wont to seek shelter during storms in numerous harbors along the Nova Scotia coast. Sighting Isaacs Harbor, they took a great fancy to it and finally brought their families and settled there. The harbor derived its name from an American fisherman named Isaacs, who made frequent trips to it, returning with a fine catch of fish. It was a mystery to his neighbors where he got such splendid cargoes of fish. Finally they discovered his fish-filled water and called it "Isaacs Harbor."

I visited the first house built here and it is a curiosity. It was built 69 years ago by one of the four pioneers, Ira Giffin. It has a sacred odor about it to-day, for in its oldest room in 1840 nine charter members met and were organized into a Baptist church. It is a quaint room and preserved in beautiful order, though the door frames are "a little more than plumb," its occupant, Miss Giffin (daughter of Ira), bestows upon it a jealous care. She showed me a very old Bible used by the little church. It has a thrilling history, for it was formerly the property of Captain McKenzie. The latter was sailing a vessel nearby with a rich freight of copper peaks. Three men bent on piracy boarded the vessel and murdered the captain and others. Taking charge of the ship in their ignorance of the waters, the vessel ran aground. They then abandoned her. Seeing the ship beached, Ira Giffin got aboard her. Going into the Captain's stateroom, he saw the dead master and his Bible lying on the floor. He picked up the Bible and it became the

church Bible for years. An alarm was raised, the murderers pursued, captured, and I believe hanged. So you can imagine how I am thrilled as I learned these facts while holding the old book in my hand. In the early history of the little church such men as Revs. Harris Harding, Joseph Dimock, Father Higgles and Obed Chute preached to the church in Ira Giffin's house. To-day the fruits of these "giants" are seen in a Baptist church on the Isaacs Harbor side of 186 members, while the one on Goldboro side has 111 members, with Revs. G. A. Lawson and O. P. Brown as pastors. The outlook for both these churches is as bright as the promises of God.

GOLD MINES.

In 1860 Isaacs Harbor was a small, quiet fishing village. In blissful ignorance of the millions sleeping under their feet, the early settlers plied their calling in their vessels. Isolated from the world, they grew a sturdy race and served their God reverently. In this year the yellow metal first caught the gaze of Joseph Hines. There arose a new and wider interest in this mountain-girt harbor, and since then it has been on the mining calendar among the rich spots of mother Earth.

The "North Star" was the first mine worked and is on the west side of the harbor. This was a high-grade mine, in which the gold ran in leads. For some years it has been closed because the pay-streak became poorer. But with the erection of less expensive working machinery it is expected that it will be re-opened in the near future.

The Mulgrave Lead Mine was at one time one of the largest producers of gold in the province. It is on the Goldboro side of the harbor. It was closed for 12 years, but is now opened and is being worked by Frank Sweet, who is doing well with it. When the under measures are reached, it will probably give the returns of the early days of its history.

Hurricane Point Mine yielded its operators great returns while it lasted. A vertical shaft, 200 feet deep, is followed by a shaft down a decline of 400 feet right under the sea. This mine is on a peninsula at the mouth of the harbor, and in a heavy storm is surrounded by water. While the lead lasted it yielded its operators one hundred and sixty thousand dollars worth of gold.

Prospecting is frequently a very tedious business, but a few fortunate ones allure others to venture in the field. In 1892 Howard Richardson, after much fruitless searching, was one day on the top of a mountain. Tired, he was trying to satisfy his hunger with a very frugal meal. Going to a brook for a drink, he saw a piece of quartz, and turning it over, behold it was a "SIGHT." At last he had struck gold. His share in the sale of the "find" was eight thousand dollars. A company was formed, a great plant erected in 1893, and today it is the wonders of all visitors. I visited it in company with Captains John McMillan and A. Reid. The courteous manager, Mr. A. B. Cox, guided me through the vast works. From a declined shaft six hundred and fifty feet deep is drawn up cars of ore day and night. No stranger to the craft, looking at the wet, dirty ore, would ever imagine there was a particle of gold in it. For there is none in sight. This is transferred through a receiver to larger cars, thence by tramway to the stamp mill several hundred feet away, beside a long lake of water. As the tramway ascends, it terminates in the top floor of the mill. By an ingenious wheel method the ore is distributed along a trough which, through declined slides, feeds the huge stamps. The latter are great steel bars some fifteen to twenty feet tall, with great hammers on the lower ends. These hammers are each about 2000 pounds weight, but I can scarcely gauge the entire weight of the bar and hammer. About two-thirds of the way up these bars there is a great iron collar or shoulder attached. Revolving machinery lifts these bars by alternately raising the collars,

and down comes the 40 great hammers, stamping the ore to fine powder. (Thirty more stamps are being put in.) These hammers or stamps fall into batteries, which latter capture all the coarse gold and a portion of the flour gold. The finely powdered ore and the escaping flour gold then pass through sieves on to a series of large declined copper plates. These are coated with mercury, and the flour gold attaches to these plates, while the flowing water washes the ore into a large sluice. The running water carries it on to very large declined plates of corrugated iron. Here the ore divides into arsenical iron or concentrates, and tailings or sand. The concentrates being the heavier they go to the bottom of the plates, while the tailings flow over. A lip on the lower end of the plates forces the iron to the left angle, where it is flushed over another mercury coated copper plate, in the hope of catching any stray mites of gold that failed to catch on to the larger plates. The concentrates then fall into a large trough, which when full is emptied, the contents dried, barreled and shipped. The concentrates or base metal still contain gold, and are sold for about forty dollars a ton. They are exported to the United States and Wales, where they pass through a fiery process, netting gold to the operators.

The batteries are cleaned up twice a month, and after being retorted the gold is run into bars. The plates attaching the flour gold are cleaned off daily. The plant is run day and night except Sunday. About two thousand tons of ore are taken from this mine monthly, and it promises to hold out for years. It yields from two to five hundred ounces of gold monthly, and recently, in one month it brought to its owners over six hundred ozs., at nineteen dollars and eighty-eight cents an ounce. Nearly half a million dollars in gold have been taken from this mine since 1893, and it promises to become a million dollar mine. This section on the Goldboro side of the harbor consists of a large auriferous low grade reef, on the anti-cline formation. It probably contains millions of tons of ore, which a few years ago was passed over as valueless, but which with modern gold-saving processes is proving one of the most valuable and remunerative forms of mining.

Adjoining the Richardson mine is the McMillan property, one thousand yards in extent. Owing to the depth of quicksand but little prospecting has been done. But gold was discovered here in 1895, by the McMillans. At the depth of 10 feet a boulder was found weighing about a hundred pounds, in which was embedded one nugget worth sixty dollars, and in all a hundred dollars worth was in the boulder. This property is now bonded to the Dolliver's Mountain Mining and Milling Company for forty thousand dollars.

Adjoining the McMillan property is "Dolliver's Mountain," about 300 feet high and covering 400 mining areas, (an area is three-quarters of an acre.) This is another section of the same great low grade auriferous reef as the Richardson and McMillan property. This mountain was purchased by an American syndicate last May for thirty thousand dollars. This "Dolliver's Mountain Mining and Milling Company" is capitalized at one million dollars. They are at work. Four tons of machinery are on the way here. They propose damming the Isaac's Harbor River (a fresh water tributary) in several places, and erecting a great plant to be run by water power. This will be a great accomplishment as fuel is very hard to import and convey to the mines. It is in the plan of this great syndicate to furnish electric light to both sides of the Harbor.

Recent developments have proved that the same gold reef extends from the western line of the Dolliver's Mountain Mining Company to the eastern side of Country Harbor, about two and a half miles. Indeed it is impossible to forecast what hidden possibilities lie embowelled in this district. But the fuller development of its treasures and the growth of the place will be largely governed by improved facilities of access to this glorious spot. Now a fifty mile stage ride from Antigonish is not a very tempting journey to the modern traveller. To avoid this a railway is in contemplation from New Glasgow to Canso by way of Country Harbor Crossroads, with a branch tapping the deep waters of Country and Isaacs Harbors. This line it is hoped will amalgamate with the drafted "Musquodoboit Railway."

When the Dominion Government has granted a subsidy of four thousand, and the Provincial Government two thousand to a company about to build a steamer to ply between Canso and Halifax. This will ensure a good accommodation for fifty passengers, and will be running by next spring. Till then, farewell beautiful Isaacs Harbor.