

with the now disabled carriage to a convenient blacksmith's shop we resumed our journey on foot. Crossing Bear River we took a short cut by an old road and over the fields, and in this way considerably shortened the distance to our destination, Hiram Blois's farm, where Manager Rosier, of the Marlow Mine and several of his employes board and lodge. It was half-past two when we arrived, but we found a warm dinner awaiting us which rapidly disappeared before our keen appetites. The manager and his men have been in luck in securing such comfortable quarters, as everything about the premises is scrupulously clean and the men's are excellent. Hiram Blois is a son of ex-Deputy Commissioner and Surveyor Blois, of the Unalakleet District, and nephew of B. Blois, a well known and successful miner of Unalakleet mines. The Marlow Mine is on his property and the company have purchased a well wooded tract from him for mill site and mining purposes. Dinner over, a short walk brought us to the—

**Nissen Mill**, which is situated on a sloping hill side about 300 yds from the mine. This mill is built on Mr. Geo. H. Nissen's plans but his contract was only for the stamp mill and fittings, the boiler, engine and connections being furnished by the company. Mr. Nissen, senior has in his son Norman an able assistant and skilful mechanic, and under the direction of the latter the mill has been completed according to contract in the short space of six weeks. If it had not been for delay in placing the boiler and engine the mill would have been running much sooner. With the exception of a lower discharge in the mortar and some improvements made by Norman Nissen, the stamps battery and building are similar to the mill built by Mr. Nissen for the Salisbury Company at Montagu.

The mill building is 18ft. wide by 57ft. long, and is designed to accommodate two batteries of five stamps each, but only one battery is now contracted for. All of the sills of the building, and the foundations for the mortar, and stamp frames are on the bed rock. The mortar foundation is entirely separate from the massive framing that supports the stamps, and this again is quite distinct from the building guaranteeing entire absence of vibration from the pounding of the stamps. The framing is braced and bolted together in the firmest manner, and the driving belts are all over head and out of the way. Entering the front of the building which slopes rapidly down the hill there is ample space for dumping, breaking, and feeding the ore to the battery. The mortar which was designed by Mr. Nisson after years of practical experience is on the same principles as others, but is provided inside with corrugated copper plates in its front and rear, easily accessible at any moment. (as described in former issues of THE CRITIC) and firmly held in place by bolts cast in the sides of the mortar. It is so convenient for removing the dies for cleaning up, and has other minor advantages. While preferring the style of mortar Mr. Nisson appreciates the great divergence of opinion amongst mill men on the subject, and is quite prepared to furnish any style of battery required. From the discharge the tailings pass over four splash plates, one attached to the screen frame and the lower one keyed to the bottom of the mortar. These are improvements of Mr. Norman Nissen's to free the lower plates from all vibration or contact with the battery. From the splash plates the tailings flow over two copper plates 4ft. by 4ft. into a mercury trap, and thence by sluices out of the mill. The plate table does not touch the floor, and may be raised or lowered to regulate the flow. A short flight of steps leads from the battery floor to the engine and boiler room, which is in the lower end of the building, and here a thirty horse-power tubular boiler and twenty five horse-power engine made by Leonard & Co., furnish the power to drive the machinery. The water for the batteries is furnished from two large puncheons in the upper part of the building over the feed floor, where it is pumped up by a suitable pump. At the mill we were introduced by Mr. Norman Nissen to the manager, Mr. Lionel Rosier, and he, although up to his eyes in business, took time to show us through the mill and over the mine. We were also introduced to the mill man and amalgamator of the company, Mr. Edward McQuin, and to the discoverer of the mine, Mr. John Withrow, a splendid specimen of physical manhood well named "Big John." Mr. McQuin was fast working the copper plates into good condition, and finding there would be no chance of the mill starting up during our stay owing to the non arrival of some pulleys, we in company with Mr. Withrow and Norman Nissen strolled over to the mine where we were soon joined by manager Rosier.

**Marlow Mine.**—The mine, or more properly speaking the prospect, as the deepest shaft on the property is hardly down thirty feet, gives every promise of developing into a very valuable mine. We went down the main shaft which is worked by a horse whim, and found two leads of from 4 to 6 inches cal ed the foot wall and hanging wall, traversing the slate belt some four feet apart. This lead was being drifted along, and some thirty feet east or south east of the shaft a third lead had come in between the other two. These leads are all good-bearing, and it is possible that the whole of the belt of slate and quartz will furnish profitable crushing material. Within a space of less than a hundred feet, we should judge, some thirteen good bearing leads, from 6 to 12 inches thick have been cut, and there is everything to warrant the belief that if this mine is well managed it will give a grand account of itself. There are about thirty or forty tons of quartz ready for the mill and a large pile of slate rock that may pay to crush. Now that the mill is ready the value of the ore already mined should soon be determined. Some very rich ore has been taken out of the leads, but specimens we saw contained fine gold very evenly distributed. One good-sized lead which was being opened along the surface disclosed a dozen angular joints in the space of twenty feet, a very promising sign the miners said. Still the Marlow Mine has yet to be proved, but there is the present satisfaction of knowing that the prospects amply warrant a considerable expenditure of money to do this. It was after dark before we returned to Blois' where, after a hearty tea, considerable conversation and a few lively tunes on the violin by Mr. Blois we retired quite tired out. A

gale raged all night, and in the morning the ground was white with snow. The snow continued all the forenoon, and we began to fear an enforced stay at Rawdon, imprisoned by the snow. Mr. Norman Niessen was prostrated with a bad cold accompanied by chills and fever, and concluded to return to Halifax at once. An hour after dinner the mail waggon came in sight, this time a single team driven by Ruridge Crow, and three of us made our miserable way to Mount Uniacke Station crowded on the one seat. The main Rawdon Road which we had left at Bear River on the up trip took us directly past the Northrup Mine with its extensive buildings, plant and machinery, now silent and deserted, and through the main settlement of Central Rawdon, where Gould Northrup has a very extensive dwelling, a large storehouse and store.

Mr. Northrup is now working the old Rawdon Mine, the property of Mr. Browne and some other English proprietors on a year's lease and has met with great success. The Big Lead formerly yielded very largely, but a break came in and cut off the lead. It was determined by the English miners that the lead would be found no th of the break, and much time and money were spent in a search in that direction. When Mr. Northrup secured the mine he worked south, and in a few feet cut the missing lead and plenty of go'd. The north lead was the principal lead worked by the English Company, and was abandoned at 500 feet in depth. Mr. Northrup opened the lead at a new place on the surface, and has cut a rich pay streak. We did not meet Mr. Gould Northrup, but his son was at the Marlow mine where we were introduced to him, and he also came on to Halifax with us by Wednesday evening's express. Unlike us, however, he drove from Central Rawdon to Mt. Uniacke in two hours, while we were over three hours on the road. The Upper Rawdon mail route is a hard one to drive, and we may state to show some of the trials of mail contractors, that Burgess Crow, after having had his waggon repaired at Central Rawdon the previous day started for Upper Rawdon, but had not gone a mile and a half before the hind axle snapped, dropping one of the hind wheels off. By strapping on a fence pole he got into Central Rawdon and secured another waggon, but before reaching Upper Rawdon was caught in the rain storm and drenched. With such hardships to face it is a wonder that men can be found to tender for mail contracts at such low rates, and still there is keen competition.

On arriving at Mt. Ubiacko, we found the express had been delayed three hours at Yermouth, waiting for the steamer, in total disregard for the rights of other travellers, and it was 9.30 p. m. before we were under way. We supped sumptuously at the village grocery on canned salmon and fruit biscuits washed down by ginger ale, and the dreary wait at the station was broken by a visit to a hospitable tailor, a Mr. Reid who resided close by, and who had an inexhaustible fund of anecdotes. It was midnight before we arrived home tired out but nothing worse, and a good night's rest found us really benefitted by the trip.

**Antimony Mine.**—This article would be incomplete without mention of the very valuable antimony mine at Upper Rawdon. This mine has yielded large quantities of the highest grade ore in the past, but of late years, if worked at all, it must have been on a small scale. As the duty of 4 cents per pound on antimony imposed by the McKinley bill has been removed by the Wilson bill, new life may be given the industry. We believe the mine is now owned by a joint stock company.

### HALE AND HEARTY.

The Englishman says he "drinks hail and it makes him ail." The Canadian drinks Pattner's Emulsion and it makes him hearty.

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**CONSUMPTION**

## HALIFAX STOCK EXCHANGE.

These quotations are furnished by J. C. Mackintosh, Banker and Broker, 166 Hollis St., Halifax, N. S. Dec. 14.

	Par of Share.	Buyer.	Seller.
Bank of Nova Scotia.....	\$100	166	170
Bank of B. N. America.....	243-13	145	156
Merchants Bank.....	100	137	140
Union Bank,.....	50	123	125
People's Bank,.....	20	114	117
Halifax Bank,.....	20	114	117
Bank of Yarmouth.....	75	121 1/2	121
Exchange Bank of Yarmouth.	70	102 1/2	101
Com. Bank of Windsor.....	40	107	110
Acadia Fire Insurance Co.,	20	125	131
Halifax Fire Insurance Co.,	20	120	125
Eastern Assurance (25% pd.)	100	...	50
N. S. Marine Ins. Co. (3 1/2 pd)	100	...	50
E. C. Sav's & L'n Co., Bonds.	100	99	100
" " " " " " " " " " " "	100	100	101
(50 % pd. up.)			
N. S. Telephone Co.,.....	10	100	105
Halifax Gas Light Co.....	40	90	95
Dom. Coal Co., Bonds.....	500	...	98
" " " " " " " " " " " "	100	...	96
" " " " " " " " " " " "	100	15	24
N. G. C. I. & R. Co., pref'd.	100	80	95
" " " " " " " " " " " "	100	common.	75
N. S. Str' & F'g Co., pref'd.	100	100	100
" " " " " " " " " " " "	100	common.	100
Halifax & Nfld. S. S. Co.....	250	50	75
Canada & Nfld. S. S. Co.....	100	...	99
Yarmouth S. S. Co.,.....	100	...	75
Coastal Steam Packet Co.,	100	...	90
Hx. & Lunenburg Steam'p Co.	100	...	90
Acadia Sugar Refinery Bonds.	500	...	98
Dom. Cotton Co., Bonds.....	250 500 1000	100	101 1/2
Dom. Cotton Co., Stock.....	100	116	119
Bras d'Or Lime Co., Bonds.	250	...	100
Starr Manufacturing Co.,.....	100	20	30
Rhodes, Curry & Co., Ltd.,	50	...	100
St. of Canso Marine Ry. Co.,	50	30	50
N. S. Furnishing Co., Ltd.,...	100	...	100
McDougall Distillery Co.,...	100	...	99
" " " " " " " " " " " "	500	...	99
Dartmouth Electric Light Co.	...	...	99