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## Old Mines of Western Nfld.

(By E. D. HALBURTON, Port-au-Port, Nfld., in Canadian Mining Journal.)

Newfoundlanders have so often heard Newfoundland spoken of as one of the richest mineral countries in the world, yet undeveloped, that they usually accept the statement as a matter of course; but they are appallingly ignorant, as a whole, of any real knowledge of the mineral possibilities of this island. It is that lack of knowledge which induces our moneyed men to invest rather in the mines of other countries. They welcome the success of any local venture, but they have too little faith in our minerals to back mining enterprises financially and to the want of capital, the undevelopment of the country must be attributed.

In this article I shall deal with mines which have been exploited, rather than worked, on one section of the West Coast alone.

The possibilities of the oil areas on the West Coast have never been really tested. About twenty years ago a company, called "The Western Oil Company," was promoted in New Brunswick to develop these areas and a man named Bell was given a contract to bore, at Shoal Point, in Port au Port Bay, on the north side of the harbor of Picadilly. Oil was struck at eight hundred feet and five or six wells were sunk to that depth, the best of them flowing about four barrels a day. But the strike was not rich enough to save the company which, its capital exhausted, abandoned the project, and the pipes are there today, still filled with the oil which is used by all the fishermen around as lubricating oil for their motor boats.

In 1908 an English company sent an oil-expert to the same place with six Londoners who were supposed to have been accustomed to drilling. These men bored to a depth of 300 feet beside a well of eight hundred feet and of course got no result. The outfit used an old fashioned drill and appliances more antiquated than those used by Bell years before, and the expert is said to have had no control over his helpers who stopped work when they felt so disposed, to drink tea or to go swimming or read the newspapers as fancy willed, and so accomplished little work. This attempt was begun in the winter and many difficulties had to be overcome as a consequence. Instead of bringing their machinery to the spot by boat, as they might have done a little later in the season, they had to come by train to the nearest station eight and twenty miles away, hauling it ten miles across the bay on the ice.

The company in England, considering that the expenses of operations were too great, sent the outfit somewhere else, so they loaded machinery aboard a schooner in Picadilly and

the French and English, who were always in dispute on this coast, and the Harveys refused to stop working the mine. A second warship, and a third bringing the Commodore of the French squadron appeared, to no purpose. Not daring to use force the French complained to the English cruiser further down the coast. This cruiser was the only law and order enforcing instrument recognized by the British at that time on the coast, for there were no representatives of the law on land, and English laws applied to the English, and French to the French, so the English cruiser came and put a stop to the mine. The place was deserted and hundreds of tons of ore, the result of three years labor, left to the mercy of wind and tide, which soon scattered it over the bay.

Forty-five years ago, when prospecting up Robinsons River, Harvey found a four foot seam of coal, dipping at an angle of forty-five degrees, and striking diagonally across the river to be lost in the woods on the other side. They paid little attention to it as coal was then of little value. The party camped beside this seam for the night and building a fire, heaped huge piles of coal over it so that it burned all night and kept away the flies which had previously bothered them. Years later when one of the party tried to locate the same spot it could not be found; a landslide had covered over the outcrop. Many coal seams have been relocated in that vicinity during the past few months. Higher up the river the prospecting party referred to, found many huge boulders of hematite, pointing to the existence of a deposit of iron in the neighborhood, but as iron also held little attraction for them they wasted no time looking for it. Coal and iron, the latter containing a trace of titanium, are now known to exist in large quantities on the Eastern side of St. George's Bay, and the whole of Port au Port Peninsula on the opposite side is composed of limestone, all the essentials, including a harbor in the centre, for creating a great industrial community within a radius of twenty miles. At Indian Head, in the bottom of the bay, a deposit of magnetite containing a large percentage of titanium was discovered a few months ago. Just prior to the outbreak of war, an American lady, calling herself a doctor, became interested in this ore and brought down some men from New York with drilling machinery, ostensibly to learn the size and value of her claim. They did no work, however, and on the outbreak of war the whole outfit vanished and nothing has been heard of them since, the circumstances were so peculiar at the time that the people around universally concluded that she was a spy.

The most interesting mine on the West coast, the scene of many attempts, and as many failures, is the chrome iron mine at Bluff Head, the entrance to Port au Port Bay. About fifty years ago a man named Holden was sent from St. John's to open up this mine in the fall and he had huts, stores, and stables erected and a few miners employed. These few miners were working but a few months when winter and disaster overtook them. The mine was nearly up to the top of the mountain, which formed one side of the gulch terminating at the bottom in Bluff Head Cove. The huts where the men lived, were built on a sort of terrace about half way up this mountain and to get to the mine they had to traverse a path that curved around and upward. The miners were four in number and one morning these men left the huts to shovel a path to the mine. When half way across the snow began to move and unable to save themselves three of them were swept away in a gigantic snow-slide; the fourth happening to be the last man and furthest from the centre of the slide, was carried down the mountain for two or three hundred feet but escaped with his life.

One of the men who was swept away was Holden's brother, and after this accident, the company abandoned the mine. But another company calling themselves the Halifax Chrome Company, took it over. This company under the management of a man named Leewald did a good deal of work; as many as sixty men were employed, a crusher was installed, and thousands of tons of ore mined, crushed, and ready for shipping. But when the company had reached what would have been the red-letter day of its history, it received a big check. A big cargo tramp which came to take away a load, dismayed at the appearance of the coast, refused to anchor there and steamed on into the bay, and smaller craft had to be employed to load her, doubling the expenses. Eventually shipping difficulties caused this company also to give up the idea of working this mine.

The wind sweeps down the mountains and gulches with terrific force, but despite all the disadvantages of locality, possessed by this mine, it is being continually "considered." It must visit some unknown attraction over visiting prospectors. The latest failure was an undertaking of two young Americans, brothers from Oklahoma. They took an option on the mine, and undertook to ship the ore across the straits to Sydney, where they could get seventy dollars a ton for it; all the ore they could have

shipped in one season was mined and ready for shipment. They had the chance of a lifetime to make money, but their attempt went the way of the others, although under good management it could hardly have failed.

The country around Bluff Head is rich in many minerals. The Louis Hills and the Blue Hills are rich in asbestos, and gold has also been found there. Lumps of malleable native copper occur in many places.

## The Sailors' First Uniform.

Our sailors first wore uniforms in the reign of Queen Elizabeth, when she ordered that naval commanders were to wear scarlet. This order was confirmed by James I. During subsequent reigns, however, it lapsed, and the Navy appear to have worn uniforms according to each commander's fancy.

The introduction of a regular uniform dated from 1748, when the "blue jacket," which has now become a synonym for a sailor, became customary for all the naval forces. Geo. II. is credited with having selected the colour, which was nothing more than the outcome of a passing whim.

It is said that he once met the Duchess of Bedford riding on horseback, and attired in a charming habit of blue faced with white. This so pleased His Majesty that he immediately commanded the adoption of these colours by his Navy. It is not supposed that the order was meant to be an official one, as it was never gazetted. It has, however, remained in force ever since, and it is doubtful whether, for sailors' use, blue serge could be improved upon.

## Depth of the Atlantic.

The greatest depth of the Atlantic Ocean is over five miles. Nearly one half the ocean, however, is only from a mile to two miles deep; the rest varies from less than a mile to more than three miles and a half in depth. Out in the middle is the huge mid-Atlantic ridge, running from Iceland far below the equator, and rising in mighty peaks above the water into what we call islands, such as Azores, St. Paul's Rocks, Ascension Island, and others.

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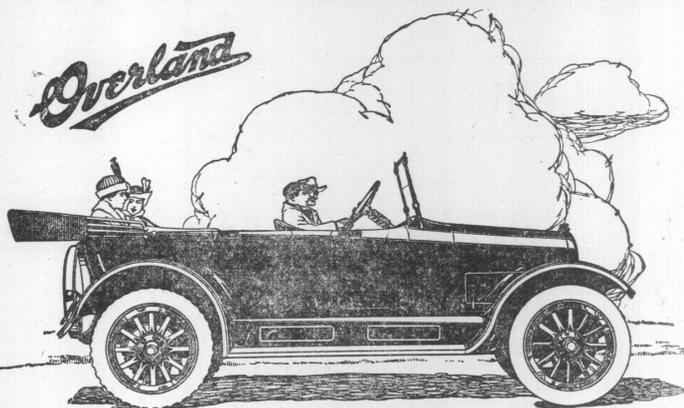
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## Rewards of Pioneers.

Some Get Honours, Columbus Got Chains.

Captain Alcock and Lieutenant Brown, who were knighted by the King for their wonderful flight over the Atlantic, may count themselves lucky among pioneers in getting their reward so quickly.

Most pioneers, in fact, only get their reward when death has overtaken them, and then more often than not the reward is only the memory of the magnificent feat they accomplished.

M. Bleriot, the first man to fly the Channel, though feted and rewarded with prizes for what was then a wonderful performance, received no honour comparable with the knightships awarded Alcock and Brown. The Wright brothers, who made flying possible, received some gold medals of various societies, but that was all.

The first man to bring down a Zeppelin, Lieutenant Warneford, was awarded the V.C., a reward which has been given more than once for pioneers in war. Lieutenant Holbrook

got it, for example, for being the first submarine commander to run the risks of the mine-strewn Dardanelles.

Had Captain Scott, who was the first Englishman to reach the South Pole, lived, he would undoubtedly have received a high reward. As it was, his magnificent example of courage was recognised by the King when he made the dead explorer's wife Lady Scott, and awarded her a pension. But Peary, the pioneer discoverer of the

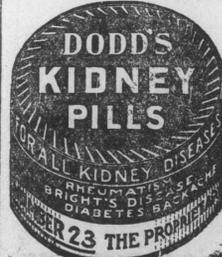
North Pole, had to be content with a few gold medals of various societies and the proceeds of lecturing on how he reached the pole.

Perhaps the worst reward ever given to a great pioneer was that given to Columbus after his discovery of America. He was sent to Spain in irons, though when the real importance of his discoveries became known he was restored to his former position as Admiral of the Spanish Fleet.

## Are Seagulls Musical?

The question whether seagulls are susceptible to music is suggested by the following incident. When the first hymn was being sung at an open-air intercession service at Bangor, a number of gulls flew in from the sea and hovered over the heads of the congregation. They departed when the hymn was ended, but reappeared during the signing of each successive hymn, including the National Anthem, with which the service was brought to a close.

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