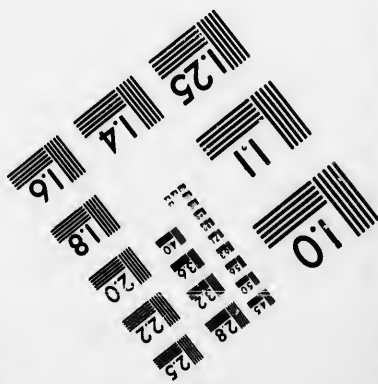
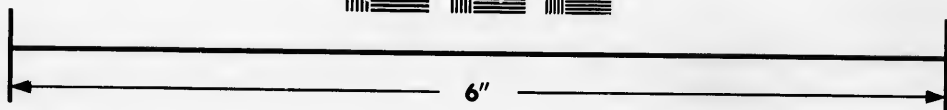
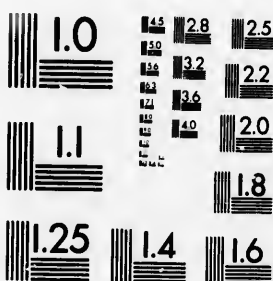


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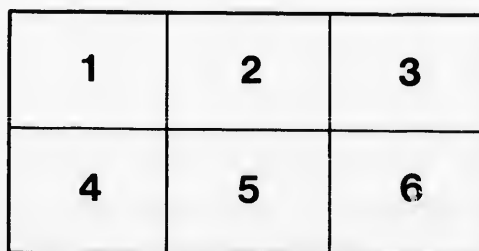
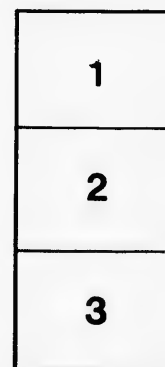
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INFORMATION

RESPECTING THE

Coal Deposits of Nova Scotia and Cape Breton

— AND —

REPORT

— OF —

THE INVERNESS COAL MINES

SITUATE AT

BROAD COVE, CAPE BRETON, N.S., Canada,

Chiefly under the control and Management of **H. N.
PAINT, Esq.,** of Port Hawkesbury, C.B.,
Nova Scotia, Canada.



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1889.

INFORMATION

—RESPECTING—

The Coal Deposits of Nova Scotia and Cape Breton,

—AND REPORT OF—

THE INVERNESS COAL MINES.

(*Situate at Broad Cove, Cape Breton, N. S., Canada.*)

Chiefly under the Control and Management of H. N. PAINT, Esq., of
Port Hawkesbury, (C.B.), Nova Scotia, Canada.

CAPE BRETON is an Island of British America, to the north-east of Nova Scotia, from which it is separated by a strait about fifteen miles long and a mile wide, known as the Gut of Canso. Its length from north to south is about 110 miles and its width 87 miles, and its area 2,650,000 acres. The surface of the Island is broken in several places by ranges of hills of moderate elevation, and the northern promontory consists of a plateau, which in some parts has a height above the sea of 1,200 feet. The prevailing rocks belong to the carboniferous formations, interrupted here and there by igneous or metamorphic upheavals. About the half of the surface is said to be capable of cultivation. The commercial resources of the Island consist chiefly in its timber, its agricultural productions, its minerals and its fisheries. Nearly covered with forest at the time of its discovery, it still exports pine, oak, beech, maple, birch and ash. Oats, wheat, turnips and potatoes are extensively cultivated; horses, cattle and sheep are reared in considerable numbers; and cheese and butter form important items in its produce. Coal, limestone and gypsum are worked, and excellent iron ore and slate are also to be found. The lakes and neighboring seas supply an abundance of salmon, cod, mackerel, herring, shad and whitefish, and the fisheries employ about 3,000 men. By the census of 1871 the total population amounted to 75,483. (*Ency. Brit., Vol. 5, p. 40.*)

Nova Scotia is especially rich in mineral wealth. Valuable deposits of coal, iron and gold are enclosed within her soil, the extent of which are not yet fully known. Enough, however, has been discovered to prove that this Province exceeds any country of the same extent in mineral resources.

There are five known coal fields in Nova Scotia, three of which—Sydney, Inverness and Little River coal fields are in Cape Breton; and two—the Pictou and Cumberland coal fields are in the Province proper. Twenty collieries are now working in these several coal districts, employing 4,235 men and boys; during the year 1888 there were raised from the different mines 1,586,500 tons. This being the largest output in any one year since the discovery of coal in the Province, and it is asserted on good authority that the present state of the coal trade indicates an increased output, during the immediate future, far exceeding anything in the past. There are now over four thousand men and boys employed in this industry, but fully one thousand more could obtain employment at the

different collieries. Good wages are obtained, living is cheap and there are many advantages connected with a residence in Nova Scotia which cannot be had elsewhere.

Mr. Gilpin, Government Inspector for Mines in the Province, estimates its known productive coal fields to occupy an area of about 685 square miles. From the same authority, information is obtained as to the character of the coal—that it belongs to the bituminous division of Dana, no Anthracite having been met with as yet, and that it may be divided into cooking, cherry or free burning, and cannel coal. The different coals found and worked in the Province have been submitted to various analytical tests by competent authorities, who have pronounced the quality to be excellent; and either for gas, cooking or steam purposes, equal to any in the world. The most eastern of the Nova Scotia fields is known as the Sydney Coal Field, situate in the Island of Cape Breton. In Inverness County valuable deposits of coal occur. These lie in the productive coal measures found on the western shore of Cape Breton. In Richmond County also, coal beds are found, the extent and value of which are not yet fully known. Nor have any of these deposits been worked to any extent. In Nova Scotia proper, we have three counties whose soil is underlaid with coal, viz.: Antigonish, Pictou and Cumberland, and seams of coal occur in other parts of the country where the carboniferous system prevails. (*The Nova Scotia Immigration Society Pamphlet, page 14.*)

In the carboniferous areas there are immense deposits of pyroschist or bituminous shale, "capable" says Dawson "of yielding as much as 63 gallons of oil, or 7,500 feet of illuminating gas per ton. Owing to the great cheapness of petroleum little attention has been paid to these shales for some years, but it is likely that they will before long again be in demand." (*Ency. Brit., Vol. 17, page 602.*)

INVERNESS: This County is in the Island of Cape Breton, and extends the entire length of the northern side of the Island; it is the longest County in the Province. The population is about 30,000, and with the exception of a few hundreds of French origin, is composed entirely of people of Scottish Highland descent. Port Hood is the chief town; its business is principally trade with the farmers and fishermen who reside in the vicinity. A good deal of money is circulated in the Town by American fishermen, who resort to the harbor of Port Hood in bad weather. There is a quantity of excellent coal in this County. From Cheticamp to Judique, on the western shore of Cape Breton, there extends a narrow and broken line of coal measures, forming the edges of great basins of coal beneath the St. Lawrence Gulf. At Chimney Corner two groups of seams exist, and at Broad Cove eight seams in about 2,000 feet of strata, only one of which is worked. The extent of productive measures here is not known positively, but areas containing twenty square miles, believed to hold workable coal have been secured by various parties. The Geological Survey Report of 1874 says: "Judging from appearance this coal, which is of a bituminous kind, seems to be of excellent quality." It has been satisfactorily tested for steam and house purposes. Another small but valuable coal field exists at Mabou. At Port Hood one seam only has been definitely tested, though the presence of several others has been proved. Here the strata run parallel with the shore, and extend along it for about two miles. The seam opened has a thickness of six feet. Workings were pushed a short distance into the sea but are temporarily discontinued. The outcrop of another six foot seam is known at low water. (*Crosskill's Nova Scotia: Mineral Resources of Canada.*)

REPORT

Of the Broad Cove Coal Field, Inverness, Cape Breton, by the
Inspector-General of Coal and Gold Mines for the Province of
Nova Scotia.

BEDFORD, (Halifax, N. S.), January 22nd, 1889.

*Henry N. Paint, Esquire,
Port Hawkesbury, Cape Breton, Canada.*

DEAR SIR,—In giving you any figures about the amounts of coal in the Broad Cove Coal Field I have found it difficult to get at any exact information as to the range of the different seams over the various areas. There are apparently several unproven seams and the sections are not yet sufficiently worked out to enable me to give my information as decidedly as I would wish.

Taking the Departmental and Survey maps, the Broad Cove Brook appears to show the following section in descending order, compiled from the various reports I have examined :—

No. 1 Seam (near the shore).....	3 ft., 6 in.
Strata.....	376 feet.
No. 2 Seam	7 "
Strata.....	437 "
No. 3 Seam	4 ft., 6 in
No. 4 Strata and 14 feet Seam	303 feet.
No. 5 Seam	3 "
Strata.....	32 "
No. 6 Seam	3 ft., 9 in.

The lowest, or 3 feet 9 inch seam, being apparently one marked as out-cropping on the Brook where crossed by the rear line of lease $\frac{1}{4}$ of the Inverness Coal and R. R. Co. These seams enter the land a little to the north of the Inverness Co's. areas, sweep inland, and re-enter the sea about three miles to the southward.

Assuming for the seams in the areas of the Inverness Company a uniform dip of 12° (degrees), the following approximate calculations will, I think, prove reliable :—

Seam No.	1, tons.....	787,500
" "	2, "	3,150,000
" "	3, "	3,206,250
" "	4, "	12,600,000
" "	5, "	3,262,500
" "	6, "	6,975,000
Total.....		29,981,250

The Ross Fraser sea area, lying immediately to the north-west of the Inverness Company's areas; and 33 chains wide and $2\frac{1}{2}$ miles long, holds the sub-marine extension of the seams found on the land as given in the above section. All these seams should prove workable in it exclusive of part of the top seam.

Assuming a dip of 12° , and the undisturbed continuation of the beds, this area would contain approximately, to a vertical depth of 1,500 feet, which is for this calculation assumed as the maximum depth mining will be carried to: (See Appendix A.)

No. 1 Seam, tons	3,360,000
" 2 " "	6,720,000
" 3 " "	4,320,000
" 4 " "	13,440,000
" 5 " "	3,000,000
" 6 " "	1,500,000
Total	32,340,000

The outside area held by Mr. H. Grahame would hold, above the vertical depth of 1,500 feet assumed for this calculation as the maximum depth to which mining will be carried, at a uniform dip of 12° , the following section of coal:—

A plane of the No. 1 or 3 feet 6 inch seam outcropping near the shore 60 by 200 chains, and a plane of the No. 2 or 7 feet seam underlying it 376 feet, 40 by 200 chains. This would give the following coal contents:—

Seam No. 1, tons	6,300,000
" " 2, "	8,400,000
Total	14,700,000

I now pass to the W. J. Ross land area, lease 3/11: I am not in possession of any definite information as to the passage of the Broad Cove Coal seams over this area. Judging from the information contained in the Geological Survey map, and its relation to the areas of the Inverness Coal Company which it adjoins to the south-west, it should be underlain by workable amounts of the 14 feet and lower seams, giving about the following amounts of coal:—

No. 4, 14 feet Seam	2,100,000
" 5, 3 " "	1,350,000
" 6, 3 feet 9 inch Seam	2,850,000
Total	6,300,000

The Chipman area lies in the same position relative to the W. J. Ross area as the Ross Fraser area does to those of the Inverness Company, and holds the seaward extension of the seams referred to above. From my information and personal knowledge of the ground I believe that the 14 feet seam could be followed over about 500 acres of this property, the 3 feet and 3 feet 9 inch seams would be within a workable depth over all the property.

This would give approximately the following coal contents:—

14 feet Seam, tons	11,400,000
3 " " "	2,880,000
3 feet 9 inch Seam, tons	3,600,000
Total	17,880,000

GENERAL REMARKS.

The seams lie at easy angles, and a shaft not exceeding 1,200 feet in depth should cut them all on the property of the Inverness Company. Taking a point within a few yards of the shore the 7 feet seam should, so far as my information goes, be reached by a shaft 400 feet deep, and yield to the use of the shaft a belt of coal 2,000 feet wide.

The 14 feet seam similarly should be reached by a shaft 1,000 feet deep, and give use-coal for a distance of 4,200 feet to its crop.

These figures also serve to show the depths to which shafts would have to be sunk in order to follow these seams under the sea, in the Ross-Fraser, H. Grahame, and the 14 feet and underlying seams in the Chipman sea areas.

In like manner as the outcrop of the 14 feet seam approaches the shore on its course towards the south-west it becomes accessible for sub-marine mining at lesser depths. So that to the south of McIsaacs Lake a shaft about 250 feet would permit its being followed over great part of the Chipman area, and by doubling the depth of the shaft the lower seams could be followed over all the area. This increased facility of access under the sea will, it is understood, be accompanied by lessened area of land underlaid by coal. (*See Appendix B.*)

Mr. Robb, in the report of progress of the Geological Survey, 1873-1874, p. 182, speaks of the Broad Cove Coals as of excellent quality, and as giving off less smoke than is usual with bituminous coals. He also gives several analyses. From my own observation of them while being burned under boilers I believe that they should prove good steam producers. (*See Appendix C.*)

Near the centre of the shore of this coal field there is a lagoon, known as McIsaacs Lake, which has been favorably reported on by several engineers as capable, at a small expense, of being made into a good shipping harbor. At Lingan and Glace Bay, in the Sydney coal district, experiments of this nature have been successfully carried out by coal companies, and I have no doubt that by moderate expenditures, equal facilities could be provided here. I am unable to give fuller details on this point as I have not seen the plans or estimates of the engineers. A shipping port at the mines would place this coal field in a very commanding position to secure the Quebec and Montreal markets. (*See Appendix D.*)

A survey made for the Provincial Government some years ago by Mr. Tremaine, C. E., showed that very favorable routes can be found for a railway from the mines to Whyhogomah, on the waters of the Bras D'or Lake, an arm of the sea entering the Island from the eastern side, and to connect with the railway now being built across the Island.

The respective distances from Broad Cove to Whyhogomah would be 23 miles, and to connect with the Cape Breton Railway 7 miles. By this connection shipping places would be secured at Whyhogomah, Port Hawkesbury and Caribou Cove, the latter points being admirably situated for competing with Sydney and Pictou for the coastal and gulf trade. (*See Appendix E.*)

At Lake Ainslie, Skye Glen, Orangedale and Whyhogomah are deposits of iron ore, and for their development the Broad Cove Coal Field is most favorably situated. (*See Appendix F.*)

Trusting that these remarks may be of service to you,

I remain, yours truly,

E. GILPIN, M. E.

APPENDIX A.

BEDFORD, (Halifax,) March 21st, '89.

*H. N. Faint, Esquire,
Port Hawkesbury.*

DEAR SIR,—I find on looking more carefully into the question of railway distances that I was not correct about the location of the Cape Breton Railway. The distance from Whyhogomah to a convenient station on the Cape Breton Railway, say Orangedale, is seven miles.

From Whyhogomah to Broad Cove, taking the west side of the Lake Ainslie, the distance would, I think, be not less than 23 miles. Allowing for curves, etc. I have been unable to find any trace of Tremaine's Report, and my opinion as to the distance between Broad Cove and Whyhogomah is based on my recollection of the ground and the Dominion postal map. You are quite at liberty to amend my figures.

I would also say that you will observe that I have limited the vertical depth of my calculations; and that in England they call it workable coal down to 3,000 feet,—this rule, if applied to Broad Cove, would probably double my estimate,—and that I have intimated that, in my opinion, there are other seams, but in figuring did not like to include them.

I am, yours, etc.,

E. GILPIN, JR.

APPENDIX B.

SUMMARY.

Approximate estimate of coal at Broad Cove, C. B.:—

Inverness Company areas, tons	29,981,250
Ross-Fraser area, tons	32,340,000
H. Grahame " "	14,700,000
H. E. Ross " "	6,300,000
Chipman " "	17,880,000

Total 101,201,250

APPENDIX C.

From Mr. Charles Robb's Official Report Broad Cove areas, seven feet Seam coal:—

ANALYSIS:

	SLOW COKING.	FAST COKING.
Water	4.02	4.02
Volatile combustible matter	20.17	25.39
Fixed carbon	70.41	65.19
Ash	5.40	5.40
	<hr/> 100.00	<hr/> 100.00

APPENDIX D.

Mr. William Barnes, Mining Engineer, reports as follows: "I have calculated the cost of opening an entrance into McIsaac Lake, giving a double line of wharving, extending seaward from the margin of the Lake 900 feet, to protect the harbor, and giving 14 feet at low water and 19 feet at high water, will cost \$15,588. A channel with like protection, extending seaward 800 feet, giving 9 feet at low water and 13 feet at high water, is estimated at \$12,157. The timber in the neighborhood—hardwood and hemlock—can be hauled cheaply during the winter. I may add that an abundant supply of stone ballast can be obtained in close proximity to the proposed opening. Broad Cove is the centre of one of the finest and most prolific fisheries in the Gulf of St. Lawrence. There is good anchorage and no fogs. McIsaac Lake opened would be a most eligible point to carry on a fishery, and would be the only safe harbor of refuge for more than thirty miles of seaboard."

APPENDIX E.

A prominent Merchant of Monkton, N. B., wrote as follows: "A most valuable adjunct to profitable mining is location. Under this head Broad Cove possesses many favorable advantages both landward and seaward, situated on the north-west coast of Cape Breton, in latitude 46.15 N. and longitude 61.19 W., distant from Port Hood, the shire town of Inverness County, 21 miles; from Seal Island lighthouse about 8 miles in a S. E. direction; from Margaree 15 miles, and from Straits of Canso 60 miles. At this point the Intercolonial Railway, in fact the whole main line in the Dominion, including the Canada Pacific, connects with the line of railway now under construction through Cape Breton via Sydney, and having its terminal point at Louisbourg. Broad Cove is distant from East Point, P. E. I., 32 miles, and from the Malin Islands 65 miles. By an examination of the Dominion map it will show the favorable position of Inverness colliery for supplying the St. Lawrence markets, as well as Campbellton and Dalhousie depots, and it must be borne in mind that Broad Cove is nearly 100 miles nearer the mouth of the St. Lawrence than Sydney, as well as avoiding the dangerous navigation around the North Cape."

SUMMARY.

What is now offered to whoever may become the substantial owners, is a property with an immediate and prospective value, and as has been well said (by disinterested and competent authorities) second to none in Nova Scotia or Cape Breton. Epitomised as follows are the different items possessing great commercial value:—

License to work nearly 4,000 acres of coal area, Broad Cove, County of Inverness, C. B., Nova Scotia.

Fee simple of 100 acres convenient for buildings, etc.

The Government mining leases in the Broad Cove district have been renewed for twenty years from 1886.

As to the dividend to be paid on the capital invested the following statement is made by a person of experience and knowledge of the property: "I

have in my memoranda estimates of the price of coal from twelve different points of delivery based on one dollar cost at the mines, the general selling price at all the mines of the Maritime Provinces varies from \$1.75 to \$2.50 F. O. B. on railway cars or vessels for all that can be delivered."

Deposits of fire clay at Broad Cove of superior quality,

Extensive beds of clay well adapted for the manufacture of brick with slack coal as cheap fuel; and the same coal will apply to the fire clay for the manufacture of fire brick and other commercial products.

Limestone, gypsum and freestone in the immediate neighborhood.

Fisheries:—One of the most prolific fisheries on the coast of Cape Breton, abounding, in favorable seasons, with all the varieties usually found in the Gulf of St. Lawrence, viz:—Codfish, mackerel, herring and salmon. This fishing privilege will form a valuable adjunct in supplying cheap and wholesome food for employees and families in connection with the working of the mines; and, with regard to the beef supply, it costs from five to seven cents in autumn.

The whole district is surrounded by excellent tillage land for agricultural purposes, and which can be purchased at a reasonable figure. Of course, land surrounding the proposed harbor will soon reach a commercial value. On opening the harbor, it will soon become a central depot for prosecuting the fisheries, and, in a very short time, it will assume the condition of a busy, thriving market town, having now all the natural requisites

The construction of a railway from the coal mines to Whyhogamah, a distance of 22 miles, will give a deep water loading ground; and by an extension to Orangedale, a further distance of 7 miles, a direct connection will be made with the present Cape Breton railway, nearly completed. By this latter connection two more excellent shipping points will be secured, viz., Grand Narrows and the Strait of Canse,—at both of which Government wharves are built. This proposed Railway traverses the central and, agriculturally, the most productive portion of the County. Consequently, in aid of this railway (29 miles) the county of Inverness is disposed to grant free right of way, and possibly a bonus. The provincial Government of Nova Scotia are pledged to duplicate a Dominion subsidy for the building of this Railway.

The now assured development of Cape Breton will most certainly demand, in a short time, a railway connection between Broad Cove, Margaree and Cheticamp, a distance of 41 miles, in a N. E. direction, along the coast; and also a connection between Broad Cove or Margaree and the fine harbor of Baddeck, in Victoria County, a distance of 30 miles, in a S. E. direction. In my opinion, in order to prevent the whole system I have sketched from being delayed a score of years, the branch line from Orangedale to Broad Cove should be the first to be constructed, and the other above named sections afterwards, in detail.

With so many favorable conditions for the establishment of various manufactures, with cheap land in suitable situations for the erection of works, with abundance of timber, freestone, granite, limestone, and almost every article required in the construction of manufacturing premises, and, above all, with cheap fuel of the best quality, there is every reason to conclude that, ere long, Inverness will become a prosperous manufacturing county, and absorb the labor of the surplus population of Cape Breton Island, now compelled to seek for employment in the United States and the neighboring provinces of Canada.

HENRY NICHOLAS PAINT,

Proprietor.

GUERNSEY, Railway Terminus, County of Richmond,
Cape Breton, Nova Scotia, Canada, April, 1889.

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